

Access and Gateways to the Landscape Appraisal



"A landscape for everyone to value, enjoy, understand and feel part of"

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16th February 2018

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1. Introduction

Sheffield is a city built on seven hills, and it is that landscape - and its rivers, woodlands and mineral resources - which has produced the communities and industries we see today. A sense of place and of local distinctiveness remains very strong amongst the city's residents. A third of the city lies in the Peak District National Park - the first national park to be designated in the UK, largely as a result of local campaigning groups fighting for access to the area and for its long term protection. Sheffield has long been known as the 'outdoor city', with both its green spaces and access for walkers, horse riders and cyclists, celebrated for many years. Sheffield is home to approaching 600,000 people and is reported to have over two million trees, more trees per person than any other city in Europe. Sheffield is home to 83 parks and there are 170 woodland areas within the city (Sheffield City Council website, accessed 2017).

The Sheffield Lakelands Landscape Partnership (SLLP) area is an integral part of that celebrated landscape. Its four river valleys (the River Rivelin, the River Loxley, the Ewden Beck, and the Little Don River) cut across a landscape of high gritstone moorland, farmland, and both coniferous plantation and mixed woodland. The Partnership has committed to a shared vision for:

"A wilder, more natural and resilient landscape of native clough woodland, descending down from the moorland slopes to the reservoirs, streams and farmlands below, alive to the sound of curlews and lapwings, and crossed by a lattice work of drystone walls and accessible paths and bye-ways. A landscape that provides clean air and water, supports wildlife, helps to reduce flooding and improves peoples' health & wellbeing. A landscape for everyone to value, enjoy, understand – and feel part of".



2. Our remit / advisory role

The SLLP aims to achieve the following four broad outcomes;

- A more connected and resilient landscape in which landowners agree a joint vision for the future care and management of the area.
- A better natural environment for people and wildlife, with a shared understanding of what makes the area special and the vital eco-system services the area provides.
- A deeper understanding of the area's rich cultural heritage, celebrated by local people and visitors.
- More people active and engaged in the future of the area - a landscape for all to learn about, value, experience and enjoy - and feel part of.

Sheffield Hallam University's Outdoor Recreation Research Group (ORRG) was commissioned to contribute to the SLLP objectives in the following ways:

1. Providing an overview of current policy and projects - What projects? Where? Remit/scope? Involvement? Plans?
2. Understanding and mapping current access.
3. Stakeholder consultation - What are the local priorities for the area? Visions and aspirations?
4. Engagement with users and non-users to identify barriers and gateways to the landscape.
5. Developing costed recommendations to improve accessibility and connectivity, and contribute to the Landscape Conservation Action Plan (including the statement of significance).

The approach used in order to achieve the above objectives has been a pragmatic one. The SLLP project is multi-faceted and complex - there are a wide range of stakeholders with a potential interest, including the general public, user groups and organisations with a local remit.

Our work has included stakeholder consultation, which has been as wide ranging as possible. We have arranged specific face-to-face meetings with stakeholders, conducted telephone interviews and emailed organisational contacts. In addition to this, we have designed and launched an online survey and undertaken surveying at designated 'gateway' sites. We have obtained local usage data from Natural England and reviewed research undertaken by Yorkshire Water and the Peak District National Park Authority. We have also undertaken secondary data analysis of relevant existing data sets to help us to understand usage of the area, as well as background research of existing recreational routes and infrastructure. Our understanding of local usage through available data is only partial; however it helps us to identify potential and, when combined with our survey data and stakeholder consultation, enables recommendations to be made.

3. Existing strategies and policies relevant to this area

Our evaluation of the strategic policies and plans covering the SLLP area emphasises how well the SLLP delivery outcomes conform to the main local authorities' (Sheffield City Council and the Peak District National Park Authority) own aspirations, alongside other significant partners, such as Yorkshire Water. The complete list is provided in the Appendix, and includes an assessment against the SLLP project outcomes and gateway priorities.

We consider the Sheffield City Council Rights of Way Improvement Plan 2007-17 (SCC ROWIP) to be particularly significant, as meeting some of the aspirations contained in this plan will unlock people's access to the cultural and natural heritage of the SLLP area, on foot, horseback and by bicycle, through the provision of vital infrastructure. Good progress has already been made in delivering outcomes in the SCC ROWIP, but there remain some gaps which cannot currently be addressed through statutory responsibilities and existing programmes of work.

The Outdoor City Economic Strategy provides vital evidence underpinning the importance of recreation and tourism development for economic regeneration in Sheffield. In addition, there are other strategies, such as the Sheffield Waterways Strategy and the South Yorkshire Green Infrastructure Plan, which emphasise the importance of the river valleys to Sheffield in providing access and connections for both people and nature. Policies in the Peak District National Park Authority's current Management Plan and Yorkshire Water's 25 Year Blueprint Plan demonstrate that these major partners in the SLLP are also supportive of enhancements to access to cultural and natural heritage for both local residents and visitors to the area.

The strategic policies and plans reviewed enable the SLLP to proceed with confidence in its vision to create a landscape for everyone to value, enjoy, understand – and feel part of.

4. Why is this area so valued by local residents and visitors?

Our contacts with local individuals and researchers in the area, along with our primary data collection, have provided a more detailed insight into what makes this area so special for both local people and visitors. A combination of cultural and natural heritage provides this local distinctiveness, and could be further explained and interpreted in order to add to people's understanding and enjoyment of the area, and reinforce their engagement and sense of place. Many individuals and local groups have already undertaken much recording and sharing of the history and stories associated with the local landscape. The SLLP project can build on existing cultural and natural heritage knowledge, to form a basis for increased interpretation and enjoyment by local people and visitors to enable a broader range of people to enjoy this sense of place and its connection to the wider city of Sheffield.

Many people visiting and working in the area focus on the huge significance of water in this relatively 'wild' landscape - the reservoirs, local dams and rivers, sited in the open moorland and steep-sided valleys. These features are clearly one of the main draws of the area. However, local landscape historian, Professor Melvyn Jones (personal communication, 2017), also suggests that another important factor is its 'continuity' of human habitation and use. There are records dating back to the Mesolithic of bilberry picking in the area. Reginald Gatty, Reverend at Bradfield in 1880s, developed an extensive collection of Mesolithic flint tools from c.10,000 BC - as the ice ages left and the environment turned from tundra to forest (Melvyn Jones, 2013 "The Making of Sheffield"). This history chimes with the HLF funded project "10,000 Years of Human History" - part of the "Stone to Steel" initiative developed by the Steel Valley Project based in Stocksbridge (<https://steelvalleyproject.org/>).

In the medieval period, this area would have been a district of hamlets and single farms. There is evidence of many open fields around Bradfield and Dungworth, but also a mosaic of small, irregularly shaped, walled fields - some possibly originating in the Iron Age. Bailey Hill, a high man-made conical mound that is a Scheduled Ancient Monument, lies close to High Bradfield (<https://historicengland.org.uk/listing/the-list/list-entry/1013217>). Most authors believe Bailey Hill is the remains of a Norman motte-and-bailey castle. About 500 metres to the southeast of the village is Castle Hill, a site marked on old maps as a "supposed Saxon encampment" (David Hey, 1979, "The Making of South Yorkshire").

Later in the 18th and 19th centuries, we see the evidence of humans travelling through the landscape to trade and work. Howard Smith (cited by Melvyn Jones, 1997, in "Aspects of Sheffield") has written about the packhorse routes used for transporting salt from Cheshire - and on return exporting products from Sheffield to America. Many old signposts still exist from this period on these routes. Professor Melvyn Jones (personal communication, 2017) also describes evidence of a fire on Broomhead Moors in 1826, caused by a bilberry picker dropping burning tobacco from her pipe. A mass trespass of hundreds of bilberry pickers in 1848 supposedly caused extensive damage to fences and stock, and gamekeepers claimed that grouse poachers were actually claiming to be bilberry pickers during this latter incident (Ian Rotherham, 2011, "The End of Tradition?: Part 1. A History of Commons and Commons Management").

It is important to demonstrate the linkages between people's use of our landscapes in the ancient past, through the development of our local communities and the industries which support them, into the modern era - not just chronologically, but also spatially and socially. Leisure use of the SLLP area is very much a modern phenomenon, as well as a historical one, as the bus tours of the 1950s to 'Sheffield's Lakelands', and the even more recent Grand Depart for the 2014 Tour de France demonstrate. The trials of Second World War prisoners (held at the Redmires P.O.W. Camp in the 1940s) eventually settling in a foreign land, resonate with the experiences of refugees today, and Sheffield's role as a 'City of Sanctuary'. These linkages and 'stories' can help people to reconnect with their local areas. More recommendations about specific themes to explore further are provided in Section 8.

This continuity of human habitation and use is still recorded and celebrated in the SLLP area today, with extremely active history societies in Bradfield and Stocksbridge, with excellent local archives and committed members (<http://www.bradfieldarchives.co.uk/index.html> and <http://www.stocksbridgehs.co.uk/society>). There are also several individuals with important stories to tell and personal research which needs to be captured, to better appreciate the area.

Alongside this significant cultural heritage, is the area's rich natural heritage. Over half of the project area falls within the Peak District National Park and the western margin includes the Dark Peak Site of Special Scientific Interest, Special Protected Area and Special Area of Conservation. The area, therefore, represents a valuable buffer between the protected habitats and Sheffield's urban fringe. Promotion of recreation and access in the area needs to take account of the need to protect vulnerable habitats and species.

A preliminary overview provided by the ORRG's Professor Ian Rotherham emphasises the importance of the following habitats and species, not just in terms of biodiversity, but also their contribution to this cultural landscape:-

- Extensive ancient woodlands: – including clough-side and 'shadow wood' areas (woodland flora, mammals including badger and deer spp., birds such as pied flycatchers etc.); wet alder woods are especially significant and vulnerable.
- Extensive plantations: – often of exotic conifers but today with high landscape value and some very significant nature conservation interest (such as pine marten, crossbill, siskin, redpoll, goshawk and other birds of prey, and green woodpecker)
- Gritstone crags and edges: – together with associated cloughs and tallus slopes. These hold highly significant resources of shadow woods, and key wildlife species such as ring ouzel, wheatear, sometimes nightjar, pine marten, mountain hare, badger, and specially protected birds like peregrine falcon nesting.
- Clough woodlands: – associated with the above. These can hold especially vulnerable populations of rare ferns and other woodland flora.
- Moorland, bog and heath: - this is an internationally recognised resource, with high levels of nature conservation interest (with bird species such as redshank, golden plover, curlew, lapwing, snipe, reintroduced black grouse, merlin, short-eared owl, wintering rough-legged buzzard, breeding and wintering hen harrier etc).

- Associated farmland: - around the great moorland blocks are extensive areas of farmland some with ancient meadows, pastures and gorse or scrub habitats. Much of this has now been agriculturally 'improved' and so is of considerably reduced interest and value. Abandonment of traditional management may now be a serious cause of ecological and heritage decline, but these peripheral areas were formerly very important to many moorland birds like lapwing, snipe and curlew.
- Reservoirs: - the 'natural' landscape has been hugely modified for water gathering and management in two main phases:
 - 1) Creation of millponds along all the main watercourses for industrial development from the 1500s to the 1900s. These have some botanical interest plus of course associated (protected) bats, and frequently wet habitats and some veteran trees;
 - 2) Creation of major water supply reservoirs from the 1800s to the mid-1900s. These have developed into a significant resource for local birdlife. Important sites for: (a) Breeding birds: – especially around the reservoir margins e.g. common sandpiper, little grebe, great crested grebe, grey heron, goosander, waterfowl generally, and many woodland edge species; (b) Wintering birds: – particularly waterfowl e.g. goldeneye duck, other duck species, grebes, divers, and major roosts of various gull species; and (c) Migrating birds: – in both spring and autumn migration periods, reservoirs can be important stopping-off / re-fuelling sites for migrant birds such as waders, including rarities.

The resident's perspective: the best things about the area

During summer 2017, a series of community consultations were held at local shows and events. They sought to identify the 'best things' about the Lakeland area from the perspective of its residents. Consultations took place at locations in Broomhead, Oughtibridge, Stannington, Worrall and Stocksbridge.

- Overall 'Damflask' reservoir was the most commonly cited 'best loved' feature within the area, coming top at three out of the five events.
- In Stocksbridge, 'Underbank' reservoir was the most popular asset, closely followed by Broomhead, Ewden, Bradfield and Dale Dike. The 'open countryside, the views and the people' were also described as local highlights by Stocksbridge residents.
- Langsett reservoir was the most popular feature cited by visitors to the Broomhead Show, with the Bradfield pubs (The Plough and the Nags Head), the community spirit and the 'perfect dog walking' discussed as assets which were highly valued. One respondent described how the area is 'unspoilt' ("*let the hoards go to Derbyshire*") and a 'hidden gem' and another described the area's early Neolithic settlement history as special.
- Attendees at the Stannington Carnival liked the area's proximity to the city, 'unspoilt countryside', 'fantastic assets on our doorstep - running, family walks, dog walks' and 'mountain biking'. The following pleas were made: 'keep some wilder bits for wildlife' and 'don't change anything, just keep looking after it...' ("*it's perfect as it is*"). One respondent described the views from Edgemount across the three reservoirs as "*the best view in*

England", another described how *"going over Lodge Moor is like Austria but we don't appreciate it"*.

- Various respondents stated that they feel 'spoilt for choice' and 'so lucky to live where we do'.
- Special memories of the area included: *"[I] used to walk to Canyards with my mum when I was a child to pick bilberries to sell, so that my mum could buy us winter shoes. We used to pick baskets and baskets full and have them all in the cellar"; "had great memories of going up there [Rocher Head farm] on holiday from Sheffield in the 1950s, [and] remember seeing the Sheffield Lakeland bus tours"; "[I] used to walk from our house above Agden to Bradfield School. When my mum had a new baby and couldn't come and pick me up, she used to send the dog (farm Alsatian) to get me"*.
- In terms of potential improvements for the area, the suggestions made included the following: more bridleways; *"good push chair friendly routes and knowing where to go so we don't get stuck part way"*; open water swimming; and better/more interpretation of the flood (*"people in Sheffield don't understand how important the rivers were, Sheffield wouldn't be here without them"*).

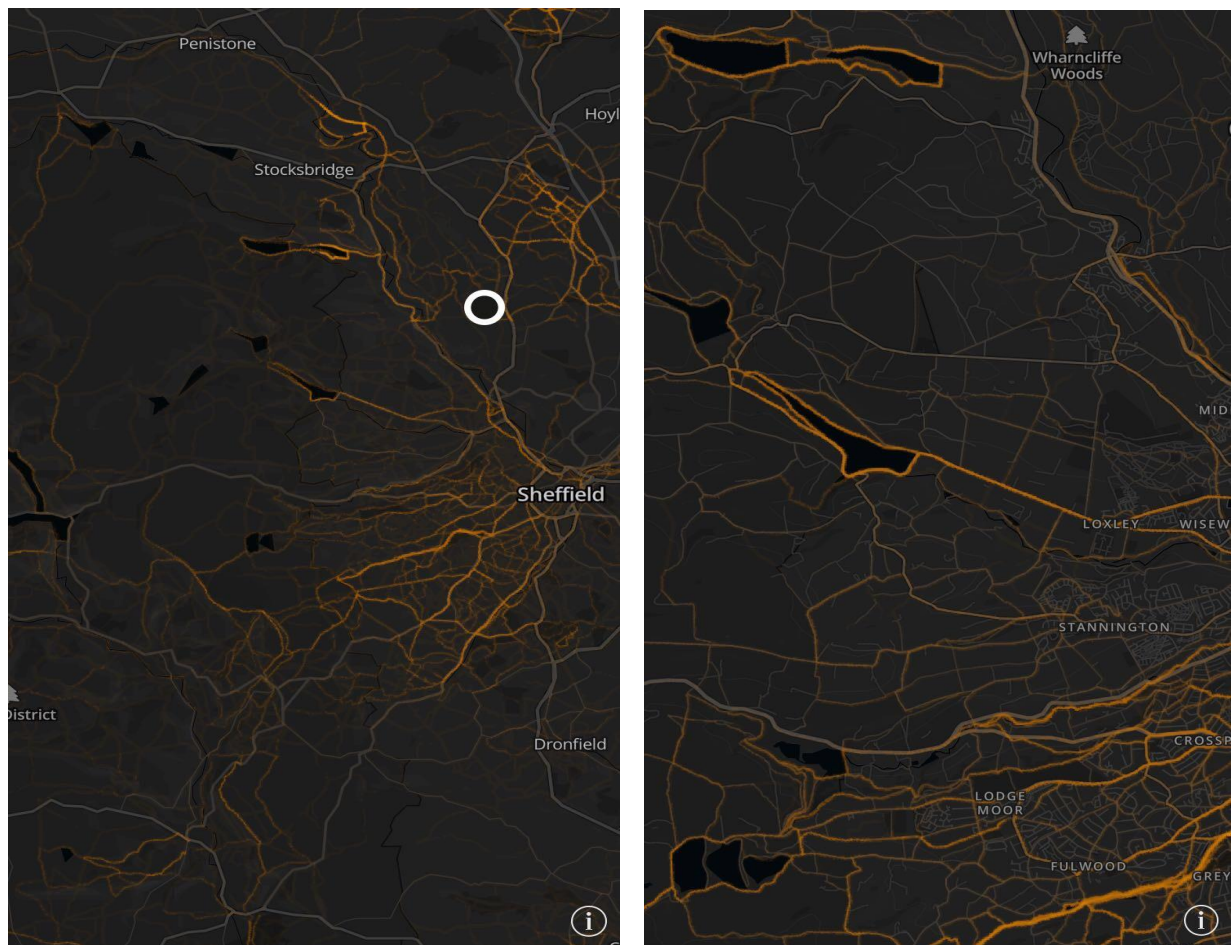
5. Visitor patterns and recreational use - secondary data

Some of these valleys have a long history of recreation and access, particularly since the demise of a range of small industrial sites in the area, leaving a legacy of often neglected dams and some infrastructure of cultural interest. But the area has traditionally been less visited than the western and southern parts of Sheffield, largely because access to the moorland was restricted in the past. This is illustrated below by the maps from Strava (2016) and Suunto (2017).

Map 1: Strava data (2016) - highlighting the most intensive areas of usage in south west Sheffield.



Maps 2 and 3: Suunto data (2017) which highlights the importance of the reservoirs for recreational use, particularly Damflask

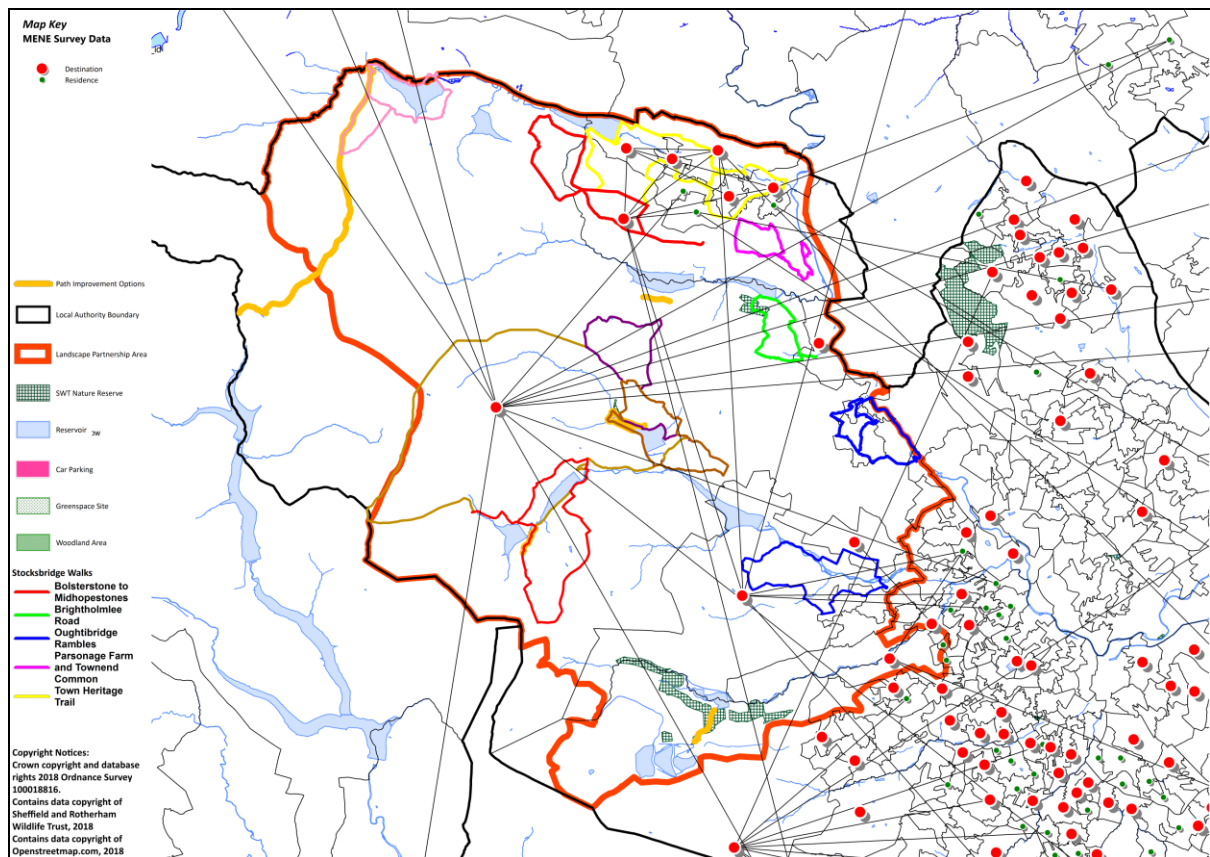


[N.B. The white circle on the left hand map is simply showing my location on accessing the maps].

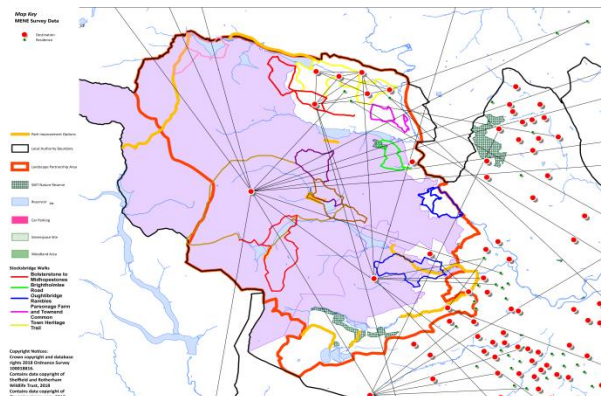
Through existing contacts we also negotiated access to a regional sub-sample of the MENE (Monitoring Engagement with the Natural Environment 2015) data provided by Natural England. This data is mapped below - see map 4. It is important to note that the location of the red dots is arbitrary and is simply the mid-point of each Lower Layer Super Output Area (LSOA) which is a geographic point illustrating where people using/visiting each area travel from (maps 5 and 6 showing the LSOAs for Bradfield and Redmires illustrate this). The map is indicative of the following:

- There is a contrast between the Stocksbridge Town Council area and the remainder of the SLLP.
- Recreational walking/visits within the Stocksbridge and Deepcar area remain in this area. Visitors to Bolsterstone come from further afield.
- There are few, if any, recreational visits to Oughtibridge or Wharnccliffe Side.
- Beyond these northern neighbourhoods, visits to the SLLP area are from further afield (i.e. from outside Sheffield).
 - This applies to Bradfield and its environs, Loxley/Stannington/Dungworth and Rivelin/Redmires to the south.
- The rural landscape is the main draw, which attracts visitors from further away. Whilst Stocksbridge is a key gateway site serving local residents.

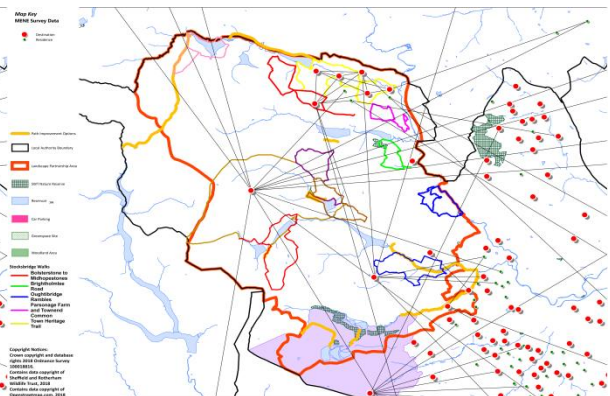
Map 4 - MENE data - this map shows the usage of Stockbridge by people from the surrounding area and the larger distances travelled to access Bradfield, Loxley, Rivelin and Redmires.



Map 5: Bradfield LSOA area



Map 6: Redmires LSOA area



Areas to the south and west of the city of Sheffield have a long standing tradition of access, either because they have been owned by organisations such as the National Trust or because of accommodating landowners providing voluntary access agreements, particularly in the Peak District National Park. Tourism opportunities and businesses have developed as a result. But much of the land around local reservoirs in the SLLP area has either been owned by private landowners (most often used for grouse shooting and sheep farming), or by water companies which, in the past, did not particularly encourage recreation to their catchment areas or to the water itself.

This has now changed. Recreational 'honey pot' sites are developing, particularly associated with the main reservoirs (discussed below under the 'Gateways' section). The 2002 Countryside and Rights of Way Act provided a right of open access to uncultivated land - particularly affecting the moorland in the area (although it will take many more years for a tradition of using these rights to develop fully). Perhaps most significantly, the water company - Yorkshire Water - is now actively promoting recreation on its own land and on its reservoirs in the area.

A wide range of local organisations and residents have confirmed the main attractions of this area (as described in Section 4). Its main significance for visitors and local residents alike is the presence of both the reservoirs and the river valleys, embedded in a landscape of national importance - seemingly unspoilt and 'wild'.

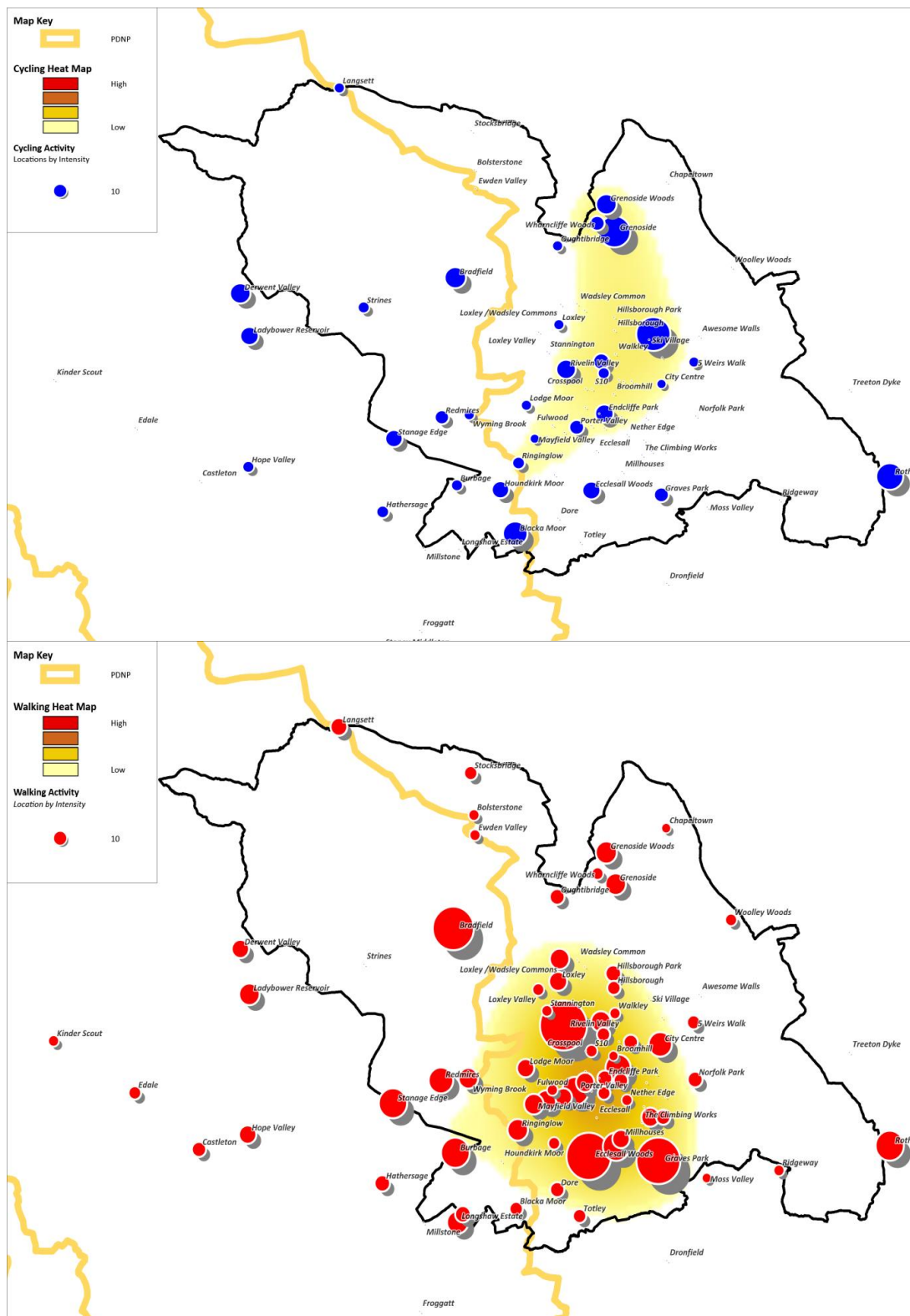
There are a wide range of specific sites highlighted as priority areas for improvements to access within the survey results. Named sites include: Loxley Valley, Ewden Valley, Midhope, Underbank, Damflask, Broomhead / Morehall, Stocksbridge, Deepcar, Rivelin, Redmires, Langsett, Oughtibridge, Bradfield, Dale Dike / Strines, Agden, Little Don Trail (and a few others which are outside the SLLP area: Ladybower, Grenoside and Wharnccliffe). The data clearly highlights the importance / value placed on the reservoirs and rivers by the public. Improvements to the Loxley Valley, Ewden Valley, Rivelin Valley and Broomhead / Morehall, Redmires, Langsett and Bradfield are the most frequently cited areas for improvements.

Our previous experience and conversations with stakeholders suggests that the pattern of recreation we now see developing falls largely in to two categories. Mapping our primary survey data and postcode analysis reinforces these findings.

- Visitors travelling (largely by car) to 'honey pot' sites, such as Langsett, Bradfield and Redmires, where there is known visitor infrastructure - specifically car parking, but also information provision, refreshment facilities, etc. Visitors often stay close to these hubs, or undertake various recreational routes, walking, running and cycling, and some horse riding. Dog walking is particularly popular. These sites are relatively well-known and promoted online, as well as by word of mouth, as they all lie in the Peak District National Park.
- Local residents accessing the area 'close to where they live', via access points largely associated with the main river valleys. Examples include Malin Bridge in the Rivelin and Loxley valleys, Loxley and Wadsley Common, and the various access points to the south west of Stocksbridge. These access points are much used by dog walkers, local ramblers, horse riders and runners, and access from home is often on foot, although some sites are well served by local public transport.

Sheffield is well known as a city for outdoor recreation enthusiasts. Our previous research to establish an evidence base to support the Outdoor City work confirmed this status. In particular Sheffield was noted to have an international reputation for climbing and downhill Mountain Biking. The Peak District has national significance for outdoor recreation and Sheffield has the accolade of being the UK's greenest city. Despite its urban location, almost three quarters of the city is taken up by natural vegetation and waterways. The following two maps illustrate 'hot spots' for walking and cycling within Sheffield. They both illustrate the popularity of Bradfield and also highlight usage at Redmires, Langsett, Ewden Valley, Bolsterstone and Stocksbridge.

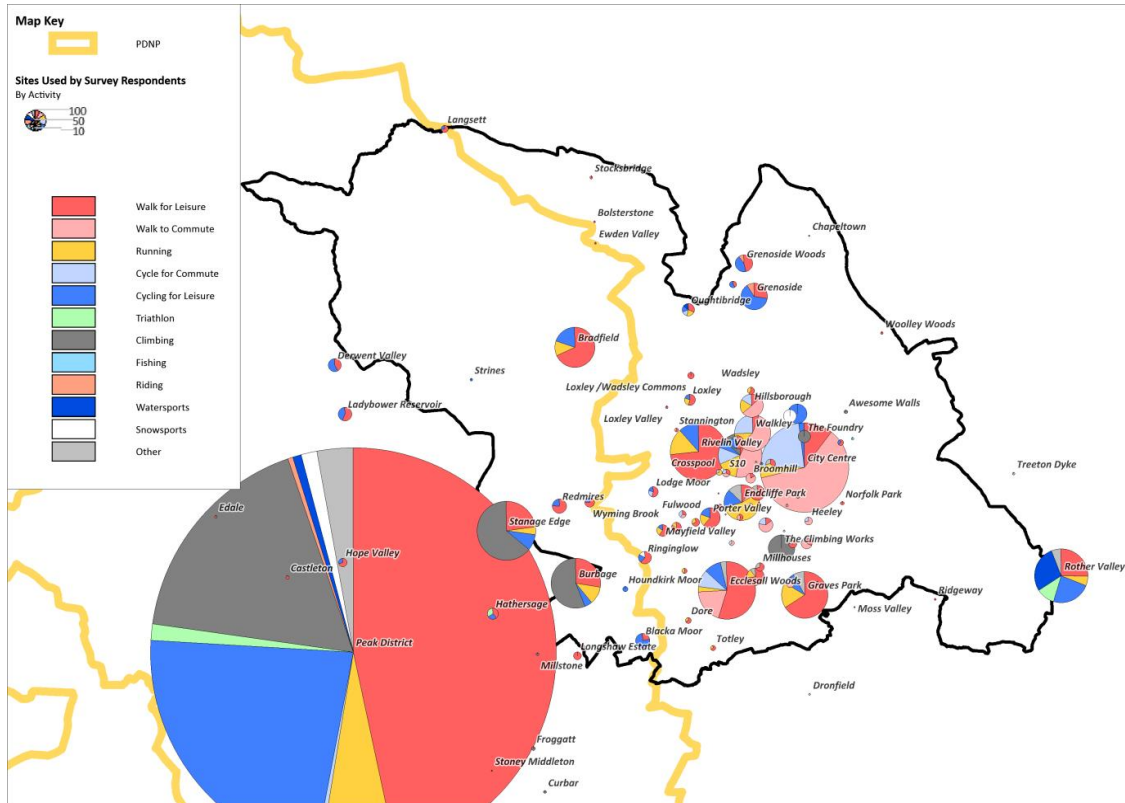
Maps 7 and 8 - produced by Sheffield Hallam University for our research 'Valuing Sheffield's Outdoor Economy' (creating an Outdoor City evidence base) 2014.



The following map highlights key areas for different and more wide ranging activities through Sheffield. They show the dominance of usage of the Peak District and how, in comparison, the SLLP

area could be viewed as a 'hidden gem'. The map highlights the prominence of walking, running and cycling in the Bradfield area.

Map 9: Participation in activities across Sheffield (source: SHU - Valuing Sheffield's Outdoor Economy)



Recent information provided by the Ordnance Survey (https://www.ordnancesurvey.co.uk/blog/2017/08/snowdon-tops-list-britains-trodden-paths/?utm_source=Twitter&utm_medium=social&utm_campaign=SocialSignIn&utm_content=PR+and+brand) analysing its downloaded walking routes, demonstrated that Sheffield was one of the top five urban areas in terms of downloaded routes (along with Ambleside, Keswick, Richmond upon Thames and Bath) - a remarkable statistic for a large industrial city. Their associated 'heat map' of the city also confirms our findings that the majority of downloaded routes are out to the south and west of the city, with much less interest in the north west area of the SLLP.

Map 10: Ordnance Survey Photosteam highlighting Sheffield (Source - OS Photostream, Flickr - accessed 21/12/2017 - <https://www.flickr.com/photos/osmapping/35810253634/in/dateposted/>).



The popularity of outdoor recreation in Sheffield, and its long historical association with walking in particular, also accounts for the very wide range of informal recreation routes promoted by local communities, user groups and individuals. A more complete list is provided in the Appendix, which reinforces the pattern of recreation described above. There is long standing and significant interest from a wide range of organisations - formal and informal - in promoting recreation and improving access to the SLLP area.

Summary

- The SLLP area has traditionally been less visited than the western and southern parts of Sheffield, mainly due to historical factors.
- The usage data analysed confirms that whilst this remains the case, recreational 'honey pot' sites are developing, particularly associated with the main reservoirs.
- The pattern of recreational access falls into two categories; local usage of local sites by foot and visitors from further afield visiting honey pot sites predominantly by car.
- Ordnance Survey data highlights that Sheffield is one of the top five urban areas in terms of downloaded routes (along with Ambleside, Keswick, Richmond upon Thames and Bath) - a remarkable statistic for a large industrial city.
- Yorkshire Water is now actively promoting recreation on its own land and on its reservoirs in the area (through a zoned approach which attracts visitors to some areas whilst protecting others for quiet enjoyment and operational reasons).
- The survey and usage data combined clearly highlights the importance / value placed on the reservoirs and rivers by the public.

6. Primary survey data

This section of the report provides an overview of the primary data collected from on-site surveying, community consultation events and online surveys. The following statistics are based on the data from 1,026 respondents. Additional maps which display data by area can be found in Appendix 9.

6.1. Surveying methodology

The 1,026 surveys were completed in a variety of places to capture users on-site, users and non-users through community events and the general public through an online survey. Due to the time of year (surveying was undertaken between late October to early December), a selection of Christmas themed community events were included at different venues across the area. We also incorporated surveying at event/venues which people were likely to travel to from the surrounding areas e.g. the Christmas Tree Farm at Dungworth, Fox Valley shopping centre and the Percy Pud 10km race.

During face-to-face surveying, members of the public were selected at random and invited to complete a survey. The surveys were designed for self-completion, although some were administered by our research team at the request of respondents. It should be noted that there was no caveat that respondents needed to be residents of the SLLP area to complete a survey, although all surveying undertaken was at local sites and events within the area.

The online survey was not targeted specifically to user groups but promoted via generic public forums, again to encourage non-users to respond. This included: Action for Stannington (241 members), Stannington Brass Band (550 members), Stocksbridge and Deepcar Community Forum (2,457 members), Stocksbridge and Surrounding Areas Community Forum (6,602 members), Stocksbridge, Deepcar and Surrounding Area Relaxed Rules Community Forum (7,590 members), Oughtibridge and Worrall Local Services (579 members), Stocksbridge Out and About (1,725 members), Stocksbridge Community Events (406 members), Sheffield and Rotherham Wildlife Trust distribution channels / membership and via Stocksbridge Town Council and Bradfield Parish Council distribution networks. Several specific user groups also picked up on the survey and distributed it to their networks including the Ride Sheffield facebook group, British Horse Foundation local networks, Bradfield and Stocksbridge Walkers are Welcome groups and the Dark Peak fell runners.

6.2. Location of surveying

On-site surveying (users)		Community surveying (inc. non-users)		Online surveys	
Langsett	63	Worrall Xmas Fayre	64	Home	486
Rivelin	30	Oughtibridge Village Made	41	Work	76
Damflask (Bradfield)	28	Stocksbridge Xmas Fayre	39	Other	26
Wadsley & Loxley Common	21	Fox Valley	39		
Redmires	11	Percy Pud 10k run	23	Unknown	59
Deepcar	3	Dungworth Xmas Tree Farm	17		

6.3. Postcode analysis

Our postcode analysis shows that S6, S35 and S36 had the highest proportion of survey respondents. Only postcodes with 10 or more respondents are shown in the table below. Full postcode data is available on request.

Postcode	No. of respondents	Postcode	No. of respondents
S6	296	S7	23
S35	145	S17	16
S36	139	S2	16
S10	81	S75	15
S11	46	S5	10
S8	31		



6.4. Awareness of the project

Awareness of the SLLP project was higher than expected at this stage of the project, with 16% of respondents (148 people) having heard of the project prior to completing the survey. This provides a useful baseline measure that can be re-visited later in the project to test levels of public awareness.

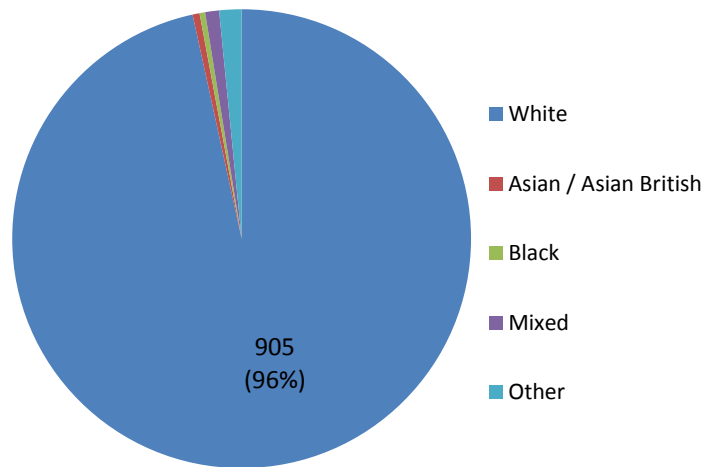
In terms of how respondents had heard about the SLLP project, the main sources were as follows:

Local / Social Media	43
Event / Other	21
S&R Wildlife Trust	20
Word of Mouth	20
Work	12

6.5. Demographic profile of respondents

<p>Age</p> <table><tr><th>Age Group</th><th>Percentage</th></tr><tr><td>16-19</td><td>2%</td></tr><tr><td>20-24</td><td>3%</td></tr><tr><td>25-34</td><td>13%</td></tr><tr><td>35-44</td><td>24%</td></tr><tr><td>45-59</td><td>35%</td></tr><tr><td>60+</td><td>23%</td></tr></table>	Age Group	Percentage	16-19	2%	20-24	3%	25-34	13%	35-44	24%	45-59	35%	60+	23%	<p>Our survey represented the views of residents aged 16 and above. The highest proportions of respondents were aged 35-44 years (24%) and 45-59 years (35%). The mean average age of residents in the Stocksbridge and Upper Don ward is 42 (Census, 2011).</p>
Age Group	Percentage														
16-19	2%														
20-24	3%														
25-34	13%														
35-44	24%														
45-59	35%														
60+	23%														
<p>Gender</p> <table><tr><th>Gender</th><th>Count</th><th>Percentage</th></tr><tr><td>Female</td><td>578</td><td>58%</td></tr><tr><td>Male</td><td>421</td><td>42%</td></tr></table>	Gender	Count	Percentage	Female	578	58%	Male	421	42%	<p>In terms of gender, survey respondents were fairly well split with a bias towards females (which is common for survey data collection). There is a small bias towards females in the Stocksbridge and Upper Don ward (51%).</p>					
Gender	Count	Percentage													
Female	578	58%													
Male	421	42%													
<p>Disability</p> <table><tr><th>Disability Status</th><th>Count</th><th>Percentage</th></tr><tr><td>No disability</td><td>92</td><td>92%</td></tr><tr><td>Disability or limiting illness</td><td>77</td><td>8%</td></tr></table>	Disability Status	Count	Percentage	No disability	92	92%	Disability or limiting illness	77	8%	<p>In total, 8% of survey respondents (77 people) had a disability or condition which limits their daily life. This compares with 9.5% who had a disability which affected them 'a lot' within the Stocksbridge and Upper Don ward (census, 2011).</p>					
Disability Status	Count	Percentage													
No disability	92	92%													
Disability or limiting illness	77	8%													

Ethnicity

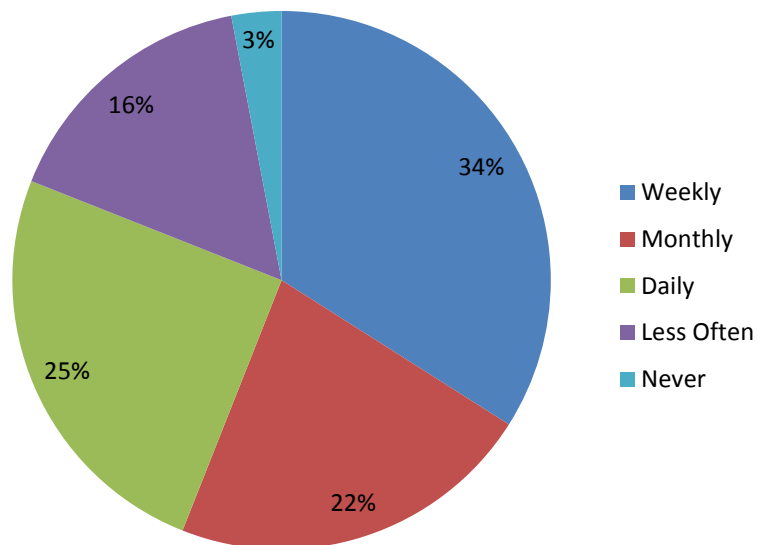


2011 census data from the Stocksbridge and the Upper Don ward highlighted that 98% of the 18,541 residents were white; therefore this is likely to be a fair representation of the area's ethnicity profile.

6.6. Understanding usage

The survey data provides insight into usage of the SLLP area overall and specific sites within it. In total one quarter of all survey respondents were daily users, with around one third of users doing so weekly. The remaining respondents were less frequent users with 22% visiting parts of the SLLP monthly and a further 16% doing so less often. Overall, 3% of all survey respondents (29 people) 'never' used or visited the SLLP area for recreational purposes.

How often do you use / visit any parts of the SLLP area for leisure or recreation?



The following tables provide a breakdown of usage by site. The key points are:

- Usage is relatively high across all sites.
- Daily usage is notably high at 'local' sites which are more likely to be accessed by foot rather than by car.
- Rivelin, Bradfield and Stannington experience higher daily usage than other sites and correspondingly, a very low proportion of respondents 'never' visit these popular sites.
- Bradfield and Rivelin have high weekly usage.
- The absolute / total user numbers mask significant variations in usage patterns with some local sites used by a lower number of people but on a more frequent basis.

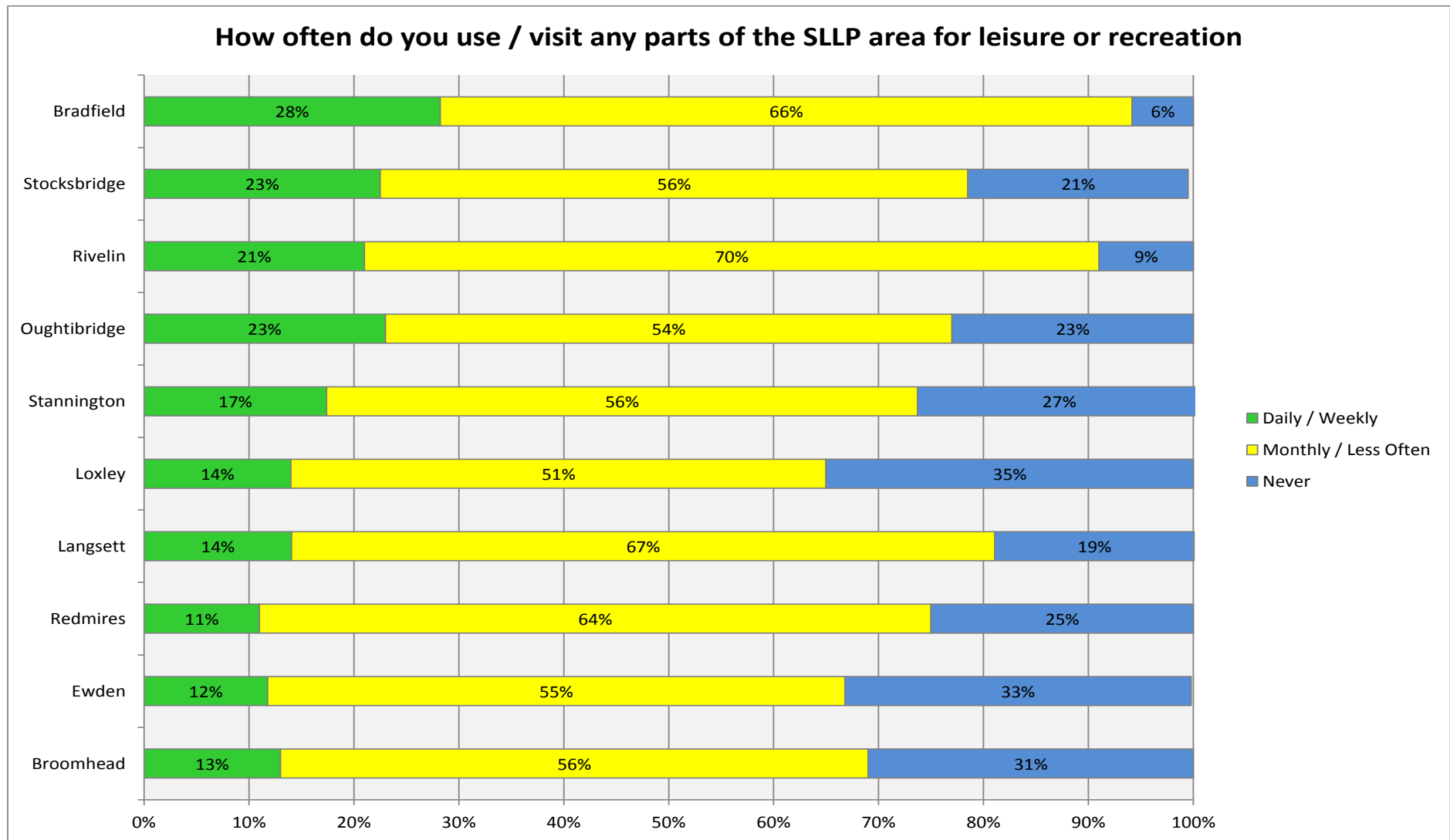
Table 1: Usage frequency by site (percentages)

Site / area	Proportion of respondents				
	Daily	Weekly	Monthly	Less Often	Never
Stocksbridge / Deepcar / Wharnccliffe Side	10%	13%	19%	37%	21%
Oughtibridge / Worrall	10%	13%	16%	38%	23%
Stannington	7%	10%	16%	40%	27%
Loxley	5%	9%	12%	39%	35%
Rivelin	4%	17%	27%	43%	9%
Bradfield	4%	24%	32%	34%	6%
Langsett	3%	11%	21%	46%	19%
Broomhead / More Hall	3%	10%	17%	39%	31%
Redmires / Wyming Brook	2%	9%	19%	45%	25%
Ewden	2%	10%	14%	41%	33%

Table 2: Total usage figures by site (highest 3 in bold)

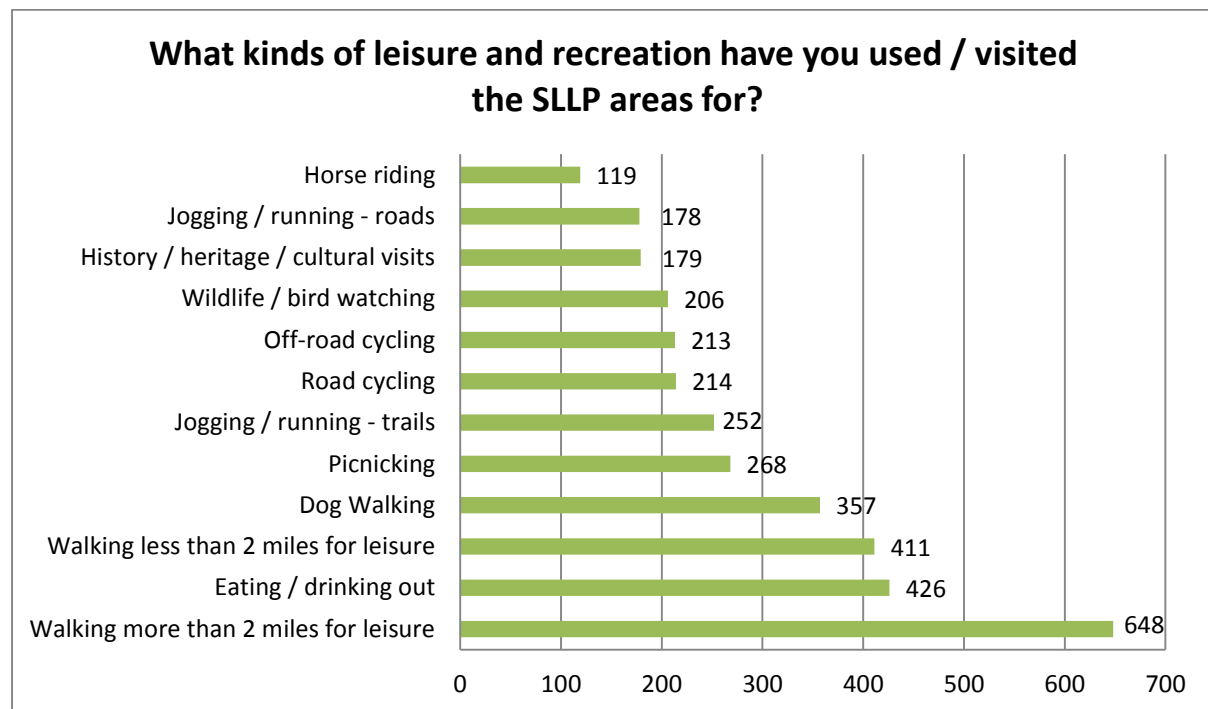
Site / area	Number of respondents				
	Daily	Weekly	Monthly	Less Often	Total
Bradfield	32	187	247	268	734
Rivelin	32	128	206	328	694
Langsett	25	87	157	355	624
Stocksbridge / Deepcar / Wharnccliffe Side	78	101	150	283	612
Oughtibridge / Worrall	72	100	121	280	573
Redmires / Wyming Brook	13	69	141	330	553
Stannington	49	75	117	290	531
Broomhead / More Hall	20	72	124	291	507
Ewden	18	72	101	302	493
Loxley	36	61	90	276	463

The following graph helps to illustrate the usage patterns by site condensing the data into just three categories: regular, occasional usage and non-use.

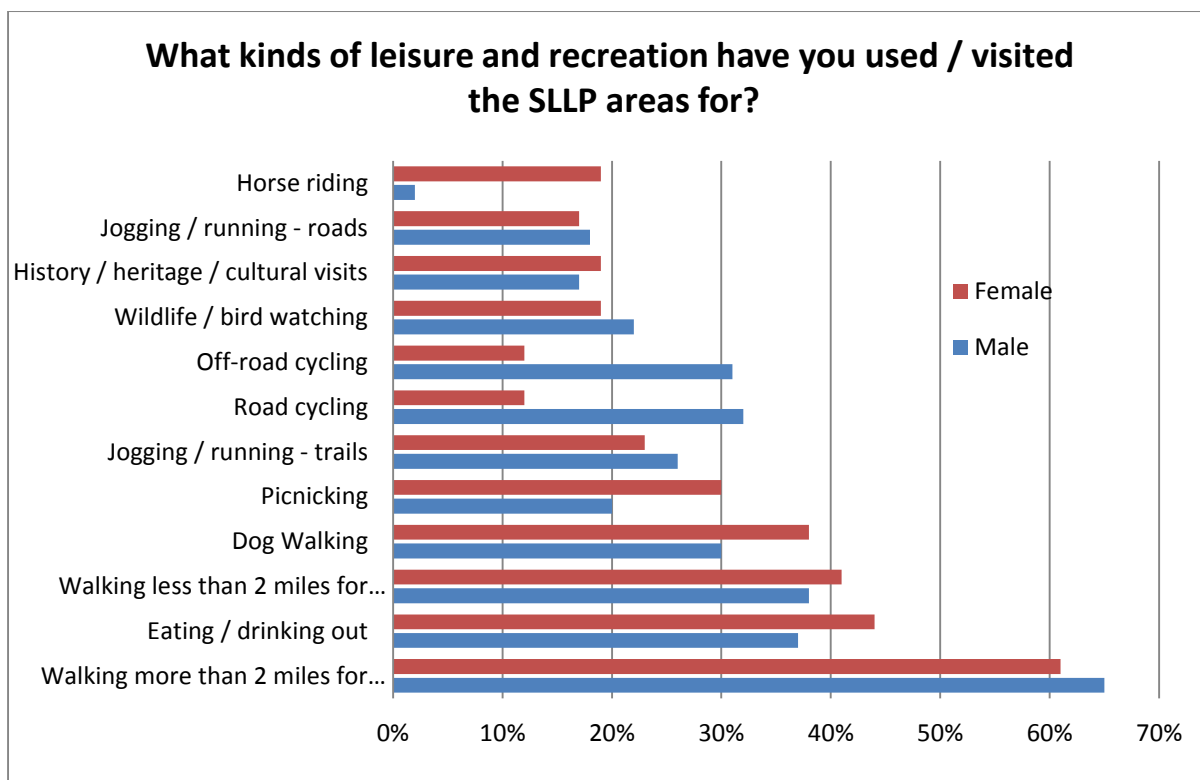


6.7. Types of usage

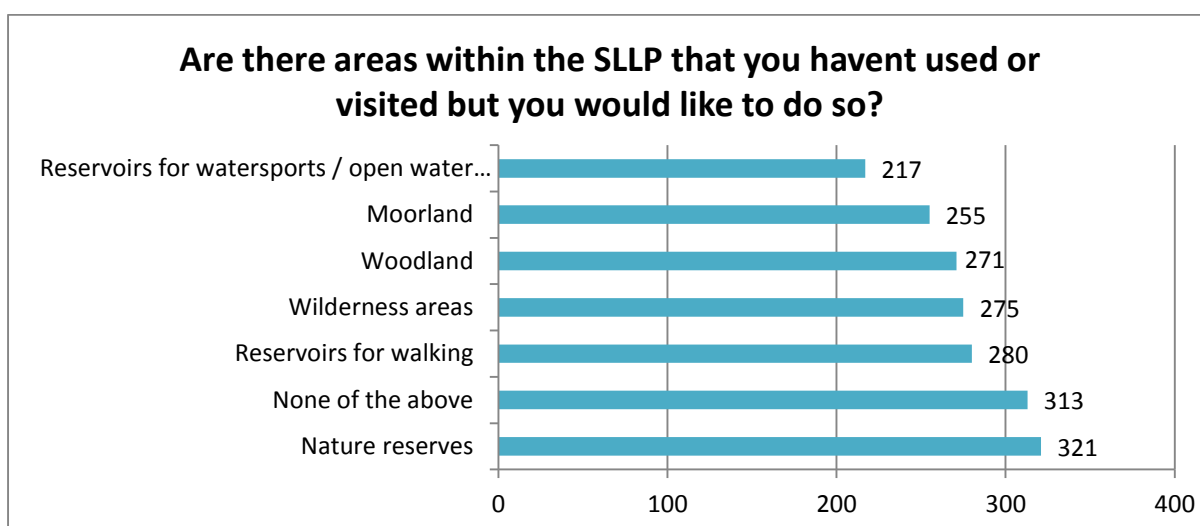
The graph below illustrates that various forms of walking and eating out are the most popular leisure activities in the SLLP area. Walking more than two miles (68%), walking less than two miles (43%) and dog walking (37%) are within the top five most popular activities. Eating / drinking out (45%) and picnicking (28%) also within the top five. Running (both road 19% and off-road / trail 26%) and cycling (both road and off-road 22%) are also highly popular activities, with wildlife and bird watching and history and heritage also popular. Respondents also cited using the area for: horse riding (12%), climbing (6%), watersports (2%), fishing (2%) and motorised sports (1%).



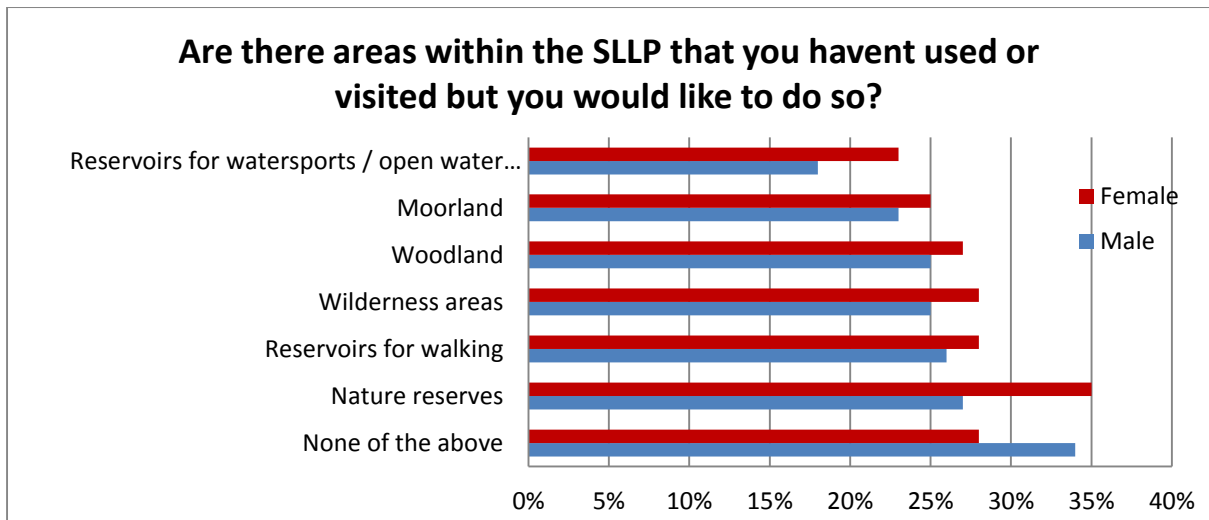
The following graph considers participation in activities and usage of the Sheffield Lakeland area by gender. This highlights clear differences in horse riding and cycling (both road and off road) participation by gender.



The graph below illustrates that the latent demand (people who are interested) in activities that they do not currently do is high for all activity types listed, particularly nature reserves. Overall 30% of respondents stated that there were not interested in any of these activities, possible because they are already doing them.



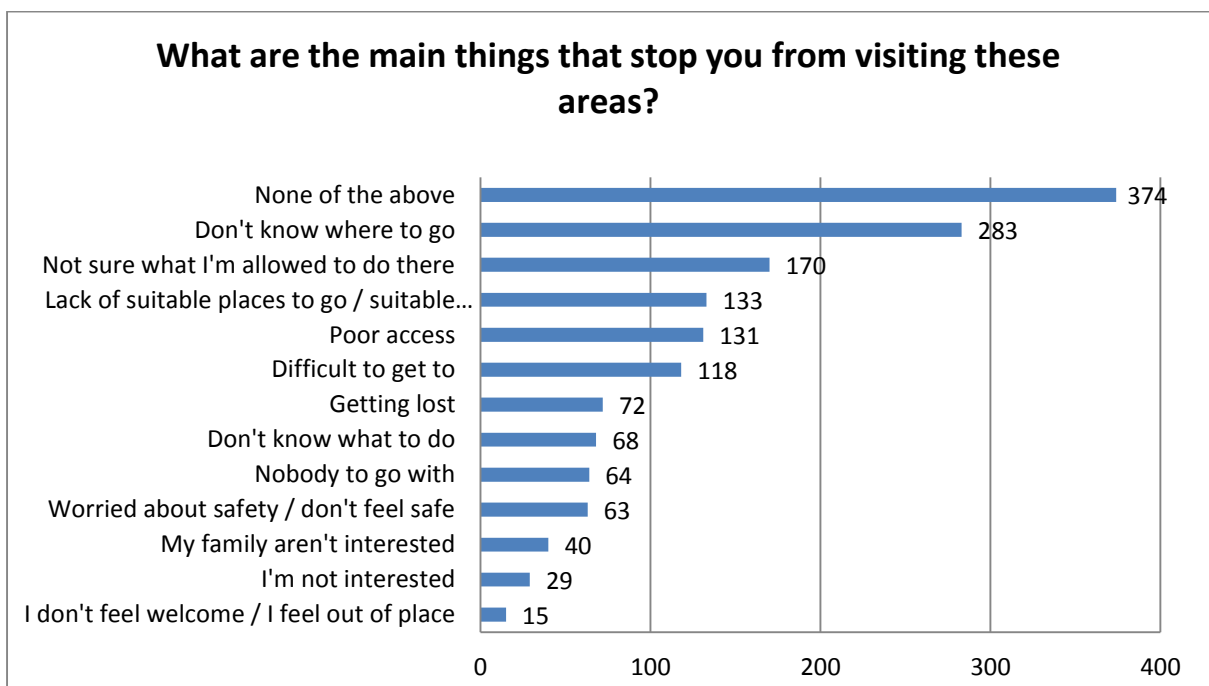
Latent demand (desire to participate) was also analysed by gender. Higher demand was noted by women for water sports / open water swimming at reservoirs and nature reserves.



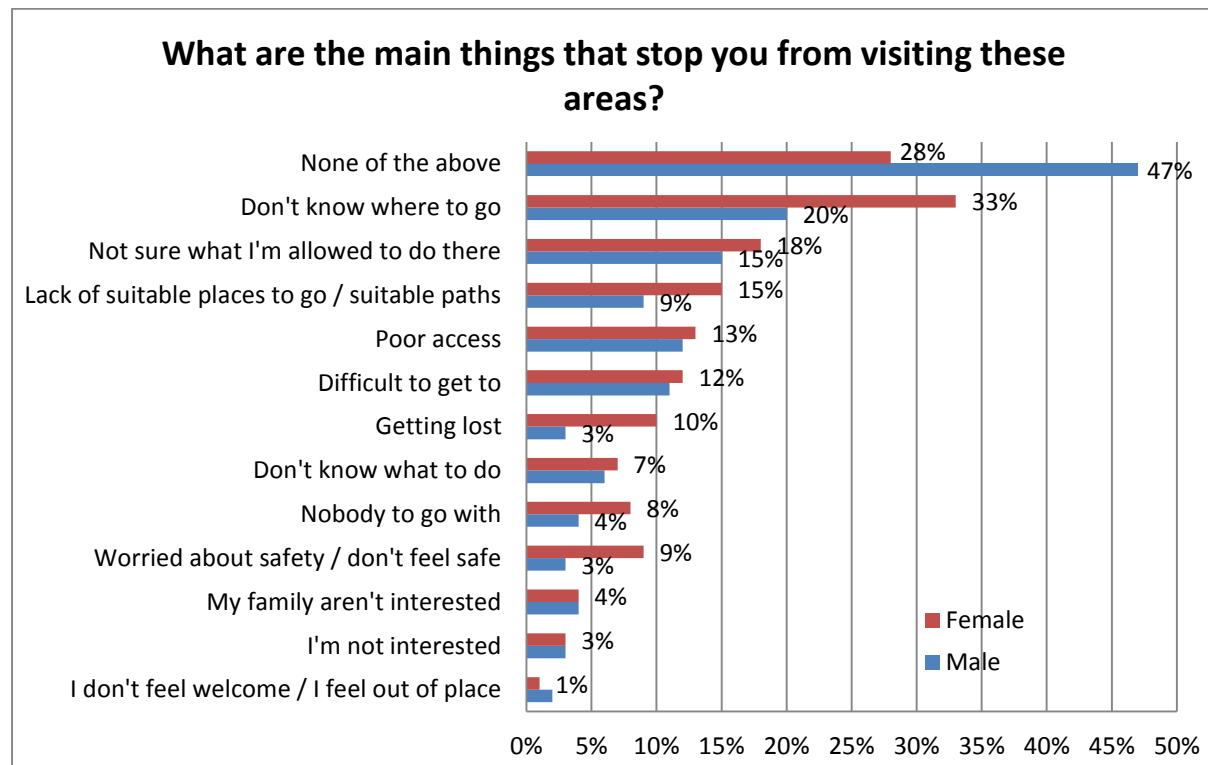
6.8. Barriers to usage

In terms of barriers to using the natural environment / local landscape, there is a clear distinction between people who already access these areas who do not experience any barriers which prevent them from doing so, and those which are affected by a lack of information / awareness and clarity on where to go and what to do. The data identifies clear areas where the SLLP project could focus on improving information and signage, along with other areas which require infrastructural improvements (including a lack of suitable paths in some areas and transportation issues). The two greatest barriers are related to a lack of information and understanding:

- I don't know where to go - 283 (29%)
- I'm not sure what I'm allowed to do there - 170 (17%)



There are clear differences in the barriers faced to accessing the Sheffield Lakeland area between men and women. Women reported experiencing more barriers than men overall (72% v's 53%). There were also numerous barriers which women reported much more prominently than male survey respondents; e.g. not knowing where to go (33% v's 20%), lack of suitable places to go / suitable paths (15% v's 9%), fear of getting lost (10% v's 3%), having nobody to go with (8% v's 4%) and concerns about safety / not feeling safe (9% v's 3%)

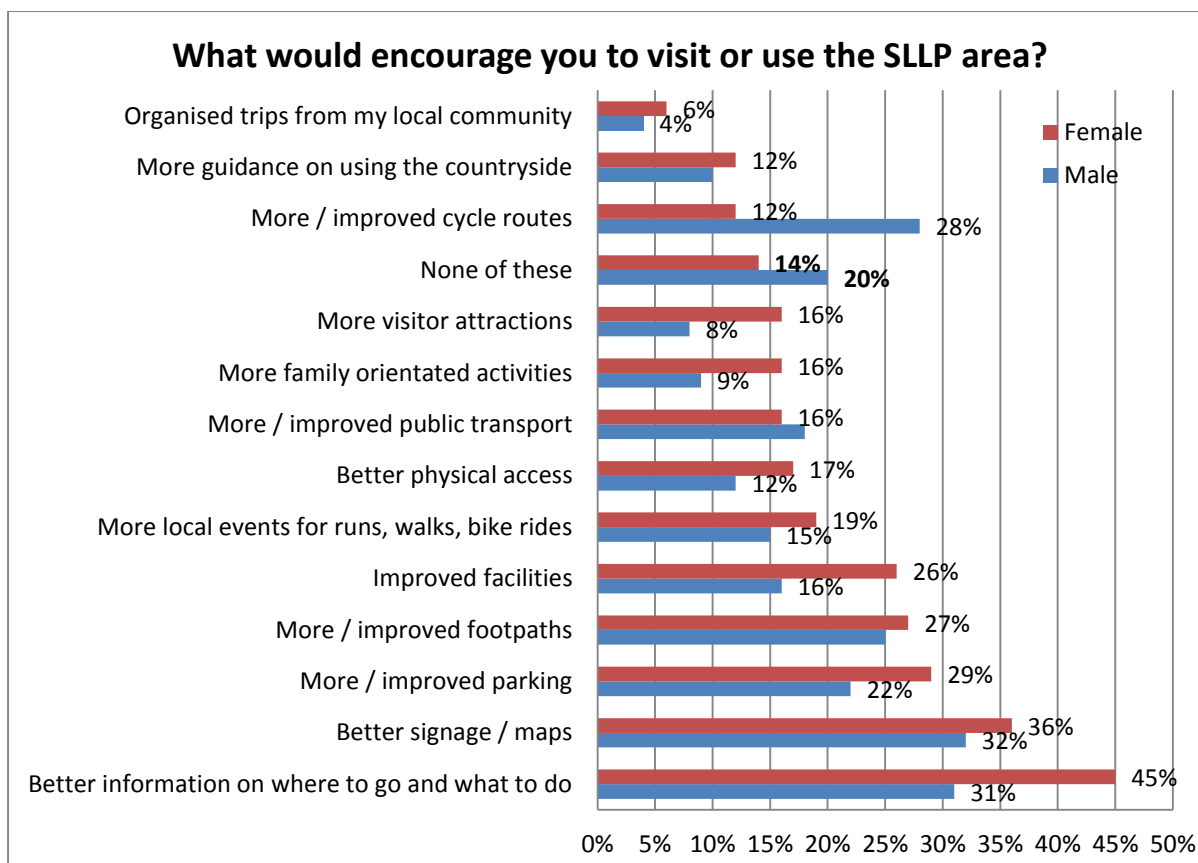


The qualitative comments relating to barriers predominantly focus on a lack of bridleways for mountain bikers and horse riders, a shortfall in car parking, a lack of public transport and the need for improved advertising of walks and rides and better signage.

Further questions were asked which considered how barriers to access could be overcome to improve and widen access to the SLLP area. Once again, improved information, signage and maps and improved footpaths and facilities (particularly parking) were highlighted as priorities.

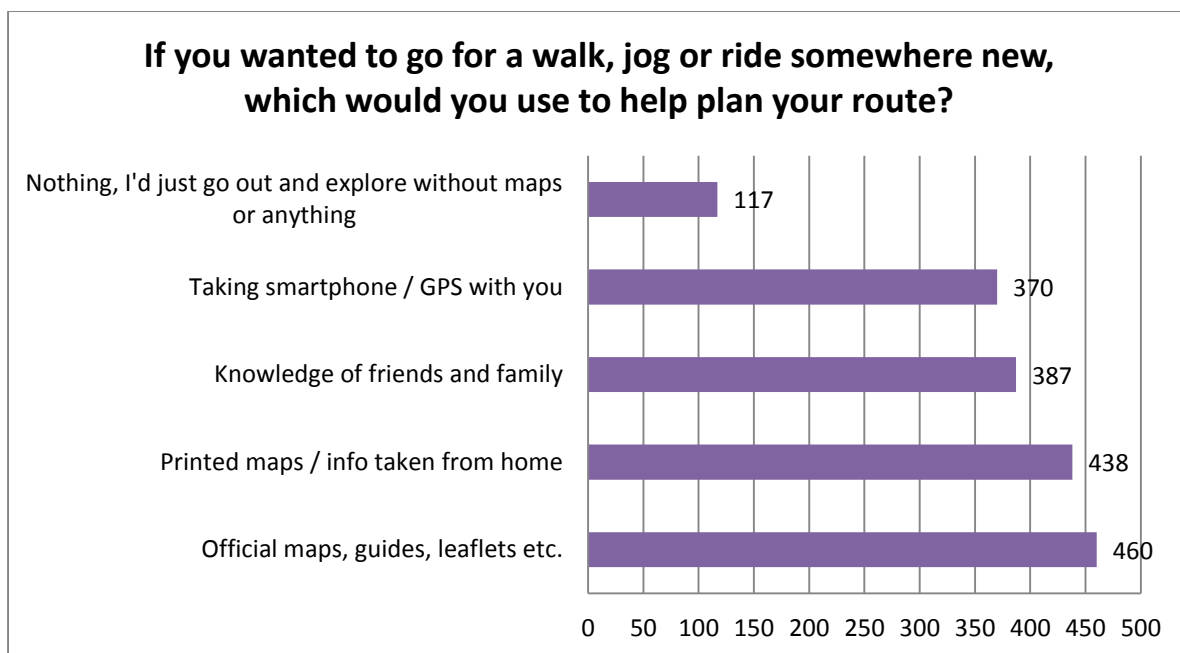


Further analysis by gender shows a greater proportion of females suggesting ways which would encourage them to visit / use the Sheffield Lakeland area. In particular there is an even greater call for more / better information from women (45%) than from men (31%). There is also higher demand for more family orientated activities and visitor attractions. There is a stronger need for more and improved cycle routes from men, which is a factor of a higher number of male cyclists within the survey sample.



6.9. Widening usage

Despite the increasingly prominence of smart phones and GPS devices, our survey question asking which methods people commonly used to help plan their routes showed a mix of different methods are still utilised. The age profile of survey respondents may also be a factor in the choice of route planning methods. A further survey question also found that 178 people were potentially interested in events / sessions relating to map reading and improving their navigational skills. It is evident from the survey data that there are several factors relating to increasing confidence in people's abilities to visit the local countryside that, if addressed, could have a positive impact on participation rates.



Analysis by gender found a much higher proportion of women utilising knowledge from friends and family (45% v's 28%) and a correspondingly lower usage of information printed at home (39% v's 47%) and official information (44% v's 47%).

Respondents to ask to specify their additional areas of interest in terms of local heritage or outdoor recreation based events. Overall demand was highest for heritage days, music events and family-focused activities. The data shows a high level of demand for a wide range of specific events in the SLLP locality.

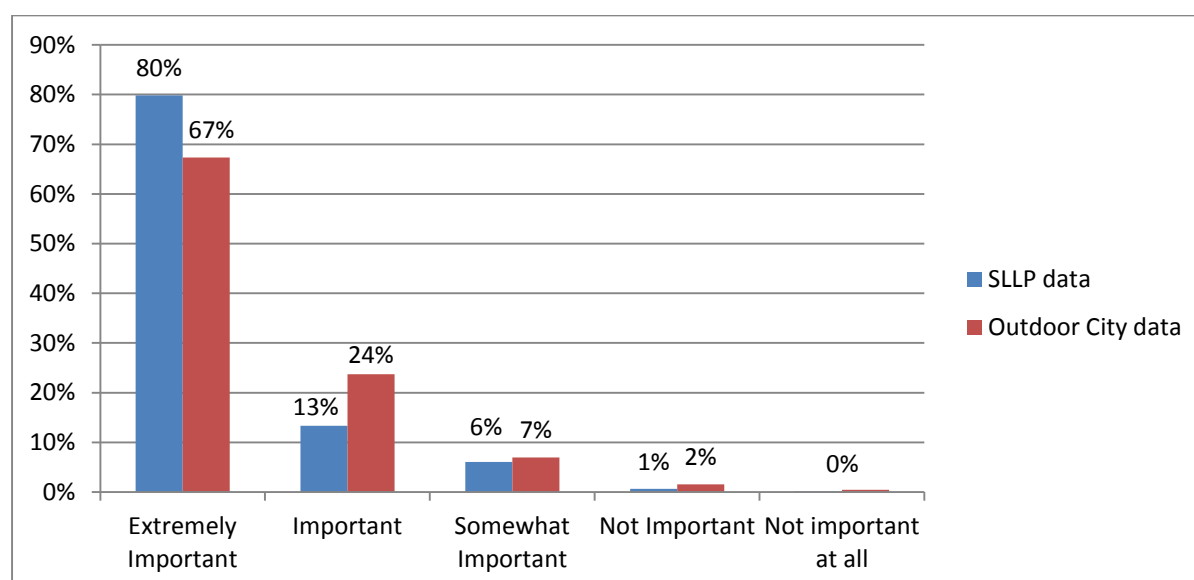


Additional analysis by gender identified a greater desire for sporting events by men (28% v's 21%) and a slightly higher proportion of women requesting heritage (33% v's 27%), music (31% v's 26%) and family (29% v's 24%) events.

6.10. Valuing the landscape

Two final survey questions provide additional insight into how much the local countryside and landscape is valued by its communities.

The data shows that 80% of survey respondents (749 people) described the local countryside / landscape as "extremely important" to them, with a further 13% (125 people) describing it as "important". A further 57 people (6%) described it as "somewhat important", with 7 people (less than 1%) describing the local countryside as "not important" to them. There were minimal differences between men and women valuing the countryside although men valued it slightly higher. When compared with the Outdoor City survey data from 2014 (sample size 1945 respondents), the importance of Sheffield's countryside and landscape was even greater - with 80% of respondents describing the landscape as 'extremely important', compared to 67% in 2014.



In addition to this, 387 survey respondents have provided their email addresses and expressed the desire to receive further information about this project.

6.11 Illustrative qualitative comments:

Survey respondents

"Stocksbridge could and should be 'The Gateway to Sheffield Lakeland'. I am fairly new to this area, but I grew up in The Lake District. Sheffield Lakeland has the potential to become another Lake District. An 'Underbank Loop' that doesn't require walking half a mile alongside the A616 would be brilliant for visitors and locals requiring a gentler form of exercise".

"It would be nice to be able to do complete circuits of all dams/reservoirs".

"Some of the dams are beautiful and I would love to have access to picnic, but I can't as the paths are too uneven".

"Along the river Loxley, from Malin Bridge to Damflask needs improved paths".

"Better multi user trails round the edge of reservoirs, and linking reservoirs together. Introduce multi user trails along valley bottoms linking Sheffield out to the moors, plus a Moor top multi user trail to the west, onto which all the valley bottom trails will link. Then people can link up these to form longer loops. All trails should be all-weather routes, suitable for families and leisure cyclists. Mountain bikers can use these routes to access more technical, rough trails, but it's important the multi user trails are suitable for all weathers to encourage people out of their cars".

"Off road cycle routes not well connected (especially with families in mind)".

Stakeholders:

"We would like to provide a link route adjacent to the A616 at the Langsett water treatment works. This will be part of links the old railway route from Stocksbridge to the Reservoir embankment".

"One of the areas that would be good to see improved is the links from the larger estate houses i.e. Wentworth, NCMM etc. There's potential to develop greater access that feeds onto the TPT from these tourism attractions into the North of the area towards Penistone and Stocksbridge".

"Cut Gate (the route between Langsett and Howden Reservoirs, commonly known as the 'Bog of Doom') is loved by mountain bikers, walkers, horse riders, fell runners and many more. But it's fragile and struggling to cope with the amount of use it gets. This is part of the Mend our Mountains project and is a priority for Sheffield City Council too".

"I'd like to see multi-use routes prioritised – the creation of/upgrade to Bridleways where possible. To provide a more inclusive (most categories of user – horse rider, cyclist, walker and disabled user) and better connected network of paths within the SLLP area".

"Malin Bridge is a very important gateway as it has the tram, the park and ride and leads to either Rivelin or Loxley. There is a total absence of orientation or interpretation. The footpath that heads up the Loxley is very uninviting and there are a series of H section RSJs used to keep motorbikes out which could be replaced by something eye-catching and arty as a 'Gateway to the Loxley'"

6.12 Summary

- Over 1,000 people completed surveys to provide insight on how they use the local landscape, barriers which usage and suggestions for improvements
- The survey captured the views of 29 people who had never used / visited the local landscape and a further 155 occasional users. This helps us to understand the landscape from the perspective of people who are unfamiliar / not confident in accessing it, rather than just existing regular users.
- There was a clear difference between local sites with regular usage and sites which people travelled to access on a less frequent (weekly or monthly) basis.
- All types of walking and eating out were the most common activities within the SLLP area.
- Running and cycling were highly popular activities, and a high number of people use the area for wildlife and heritage / cultural visits.

- People who currently use the area for recreation agree on the main attractions - access to the reservoirs and river valleys for longer walks and various informal leisure activities.
- In total, 80% of survey respondents described the local landscape as "extremely important" to them. But there are barriers preventing people from using the area more frequently.
- Almost a third of respondents said they needed more information about where to go, with 17% stating they don't know what they are allowed to do when they get there.
- There is an even greater call for better / more information from women (45%) than from men (31%).
- Fewer users mentioned specific attributes such as local history, cultural heritage or wildlife and nature; suggesting these features are not currently explained adequately to contribute to people's enjoyment of the area.
- The data confirmed that there is still a requirement for both paper-based and online resources.
- There is a high demand for family orientated activities and visitor attractions (particularly from women). Activities such as open water swimming, watersports, heritage days and music and sporting events were also commonly cited by respondents as things that they would like to get involved in.
- The emerging points include whether people know what to do or how to behave in the countryside? And how people can be better supported to gain awareness and confidence to address these barriers?

7. Site summaries and stakeholder views

This section summarises the views of stakeholders and secondary research findings concerning the specific sites identified already as potential hubs or gateways to the SLLP area.

7.1 Langsett

The Langsett Barn area is owned and managed by Yorkshire Water and the Peak District National Park Authority. Langsett Barn Car park and picnic site is set in beautiful woodland at the edge of Langsett Reservoir. It is located directly off the A616 near the centre of Langsett on the boundary of the Peak District National Park. There is a good sized tarmac car park, with a number of spaces reserved for disabled people close to the building. However the capacity of this car park does not meet the demand for it, especially at weekends (all year round!) and various local areas are used as over spill parking (including the laybys adjacent to the A616 and car parking near to the Flouch).

Over the past ten years there have been numerous research reports profiling the visitors at Langsett and aiming to understand both how the area is used and valued. The most recent (2016) found that the majority of visitors (55%) travelled from 11-20 miles away to access the area, with only 19% travelling less than 10 miles. Around one third of visitors were walking a wider circular route of the area e.g. Delf Edge, North America, Mauk Royd, whilst 23% were walking a circular route around the Reservoir and 20% were walking to Crookland Wood (far left on the map below).



Visitors to the area described how the landscape provides the following attributes, opportunities and experiences:

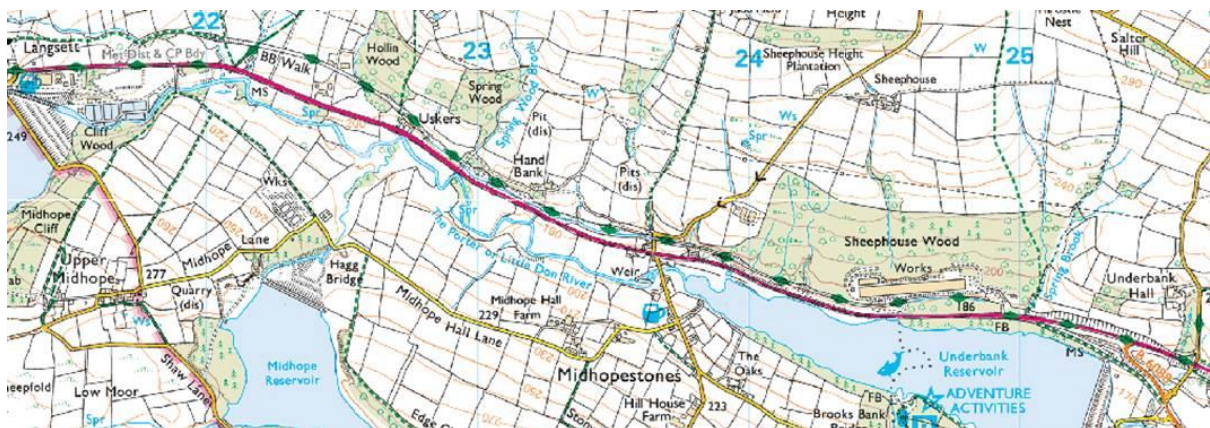
- Easy access for visitors and surrounding urban areas
- Natural beauty, natural heritage, landscape character and landscapes
- Opportunities for outdoor recreation and adventure
- Sense of wildness and remoteness
- Trees, woodlands, hedgerows, stone walls, field barns and other landscape features
- Opportunities to experience tranquillity and quiet enjoyment
- Clean air, earth and water
- Opportunities to improve physical and emotional well-being
- Importance of wildlife and the area's unique biodiversity
- Special values attached to the national park by surrounding urban communities
- The flow of landscape character across and beyond the national park boundary.



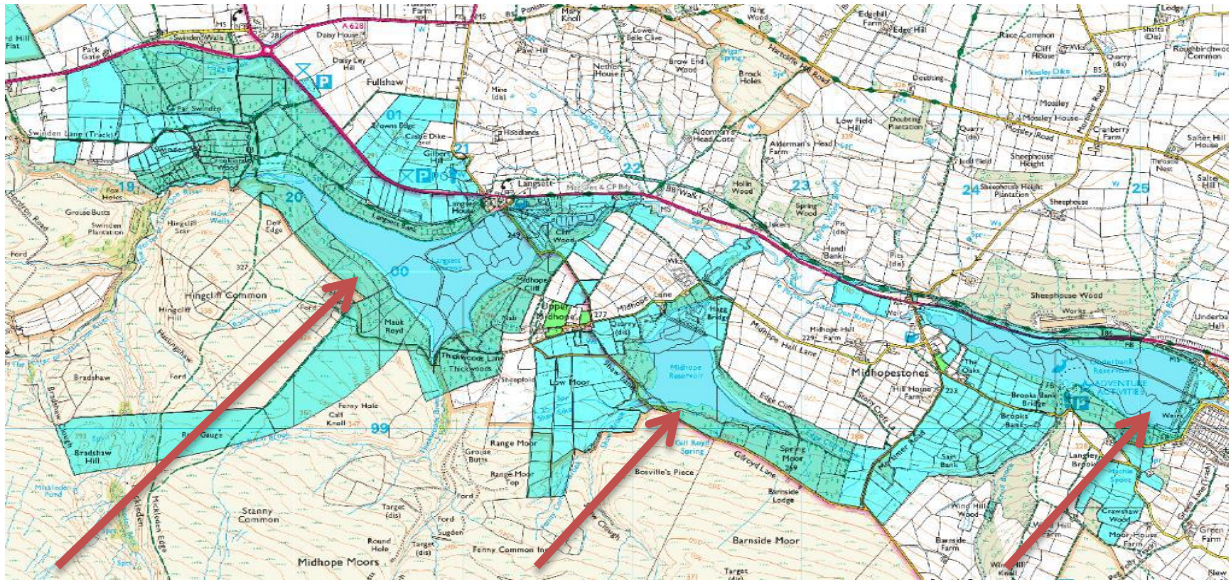
1891 Little Don Valley before the construction of the Reservoirs

"There is a need to prioritise local history and heritage information including the building of the dams".

As an engaged and supportive landowner, very open to enhancing and promoting recreational opportunities, Yorkshire Water has undertaken numerous improvements and enhancements around the site with more improvements planned. They are looking to develop a route on the south of the reservoir linking Brook House and Thickwoods Lane for pedestrians and cyclists within the wood (which helps to protect the SSSI moorland). Another key strategic development supported by Yorkshire Water would be enhancement to the route of the Barnsley Boundary Walk, which runs along the north of A616 from Stocksbridge to Langsett (using the old railway line) - this route is already promoted by Barnsley Council. An improved link could create an excellent cycle link but the project lacks additional funding to achieve this at present (and it is just outside the SLLP boundary).



The strategy for community access to the areas to enjoy the local landscape is to promote Langsett as a recreational hub and to enhance Midhope as an area for quiet enjoyment and wildlife.



Langsett

Midhope

Underbank

The Langsett Complex Strategy

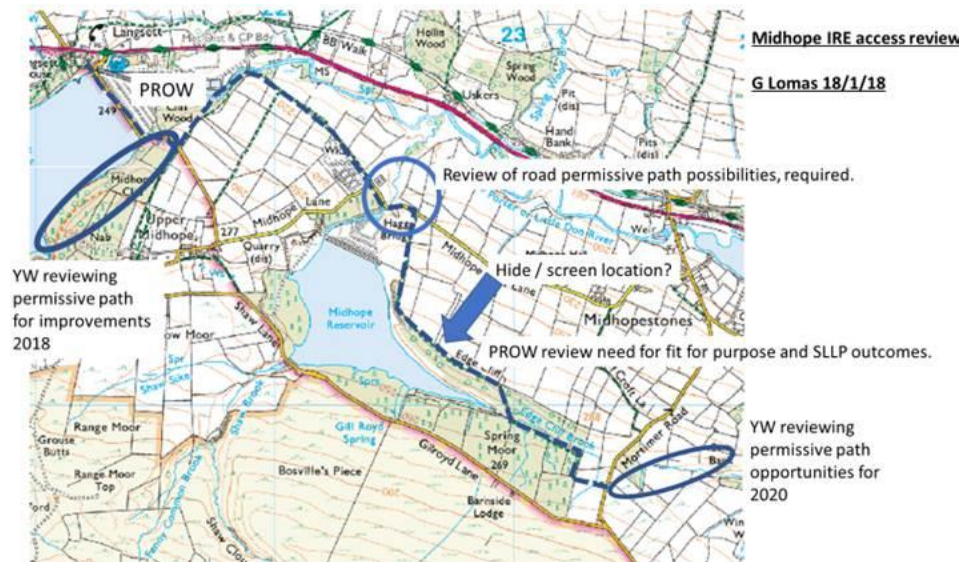
1. Langsett: Visit, enjoy, family, cycling, riding etc.
2. Underbank: Visit, outward bound, watersport, exciting.
3. Midhope: Visit, quiet enjoyment of the countryside.

A copy of the full plan '0556 SD-01 - Yorkshire Water - Langsett Masterplan v1 Draft 16.04.14.pdf' may be accessible from Geoff Lomas, Yorkshire Water's Catchment and Recreation Manager on request.



The development of a 'haven for nature' is subject to a separate SLLP bid. The intention is to create

a home for osprey and goshawk with low key access and interpretation and undertake a significant habitat creation project as a flagship nature conservation element of the SLLP. The provision of a hide or screen from the 'Edge cliff' would give great observation across the water wood and moor after woodland management. Additional reviews and recommendations by Yorkshire Water are illustrated on the map below.



Additional suggestions / recommendations for the Langsett area from survey respondents included the request for "footpath access to link up with the TransPennine Trail". However the Yorkshire Water strategy has been to create permissive routes rather than public rights of way.

There is also a large scale project planned, linked to the Mend our Mountains project, to undertake improvements and protection on the Cut Gate route which starts near to Langsett. However the total cost of this proposed work is around £200,000 and therefore it falls outside the scope and resources of this project. There may however be an opportunity to match fund part of this work which links strongly to the heritage features and to contribute to restoring and protecting this well-loved asset. The survey data identified many respondents were in favour of improvements to the Cut Gate route.

7.2 Redmires

The Redmires area has strong heritage connections relating to the building of the reservoirs as a result of the cholera epidemic in the 1830s (<https://www.sheffield.gov.uk/content/dam/sheffield/docs/libraries-and-archives/archives-and-local-studies/research/cholera%20study%20guide%20v1-6.pdf>). Redmires also has a wealth of military history connected with the site's usage as a WW1 training ground - this includes evidence of WW1 trenches and the area's only Prisoner of War camp. The middle reservoir is currently drained which could offer the potential for improved habitat management.

A strong recommendation resulting from consultation with stakeholders was an extension to the Redmires 'conduit' route north to Oaking Clough. This proposal has support from the Peak District NPA and Sheffield City Council. The route is on 'open country' access land, so access is allowed

under the Countryside and Rights of Way Act - as is much of the surrounding public land. There is also a priority to protect wildlife on this site, as it provides important and protected habitats some of the best in the SLLP area. There are a wide range of walks in the area that are publicised (for example: <https://www.footpath.com/display-ifootpath-walk?walkID=5535>) but public awareness of the site and interpretation information could be significantly improved.

Other proposed route enhancements in the area included better links between Redmires and the cycle track at Lady Cannings (this is currently linked by permissive footpaths on SSSI moorland but the terrain is very boggy and not ideally suited for mountain bikes or horse riding, plus it goes out of the SLLP area). It is already possible to walk, cycle and horse ride between Redmires and Rivelin via minor roads and public and permissive bridleways, so Sheffield City Council did not feel that there was a need for further route enhancements between these two sites of interest. However there was a request from stakeholder organisations to make this a branded route with improved promotion. The old conduit path also extends from the reservoir back east to Crookes. However, some of this is already a public footpath in some areas, and in other areas is in private ownership.

Further to this, crowd-funding has been underway to pay for the development of some specific mountain bike trails in a section of woodland at Redmires. This is in a specifically zoned area and will be carefully managed to protect nearby wildlife.

The Peak District NPA are keen to promote 'Miles without Stiles' routes in the area (and the northern conduit route above would be an 'easy going trail'), and stakeholders share aspirations for Redmires to become a more accessible hub. This needs to include a zoning approach whereby visitors are funnelled away from the most sensitive areas for wildlife protection (including habitat for water voles).

A local walking champion expressed a desire for a new link from Redmires up to Brown Edge but Sheffield City Council did not feel that this was possible / practical due to the area being SSSI, largely wet underfoot / boggy through the Rud Hill area, and also the route would venture outside the SLLP area. Brown Edge does have military heritage interest, but can already be explored as 'open country' for the few visitors who wish to cover the terrain.

Additionally, improvements to the Wyming Brook footpath (running towards Rivelin) were suggested as desirable, however it is felt that this area needs to continue to provide a mixture of character and challenge and not just 'polished' routes that do not reflect the area's wilderness or character. The Peak District NPA have also requested the removal and upgrade of anti-vehicle structures to ensure suitability for motorised buggies and all-terrain wheelchairs to support their 'Miles without Stiles' routes, along with some surfacing near to Rivelin car park.

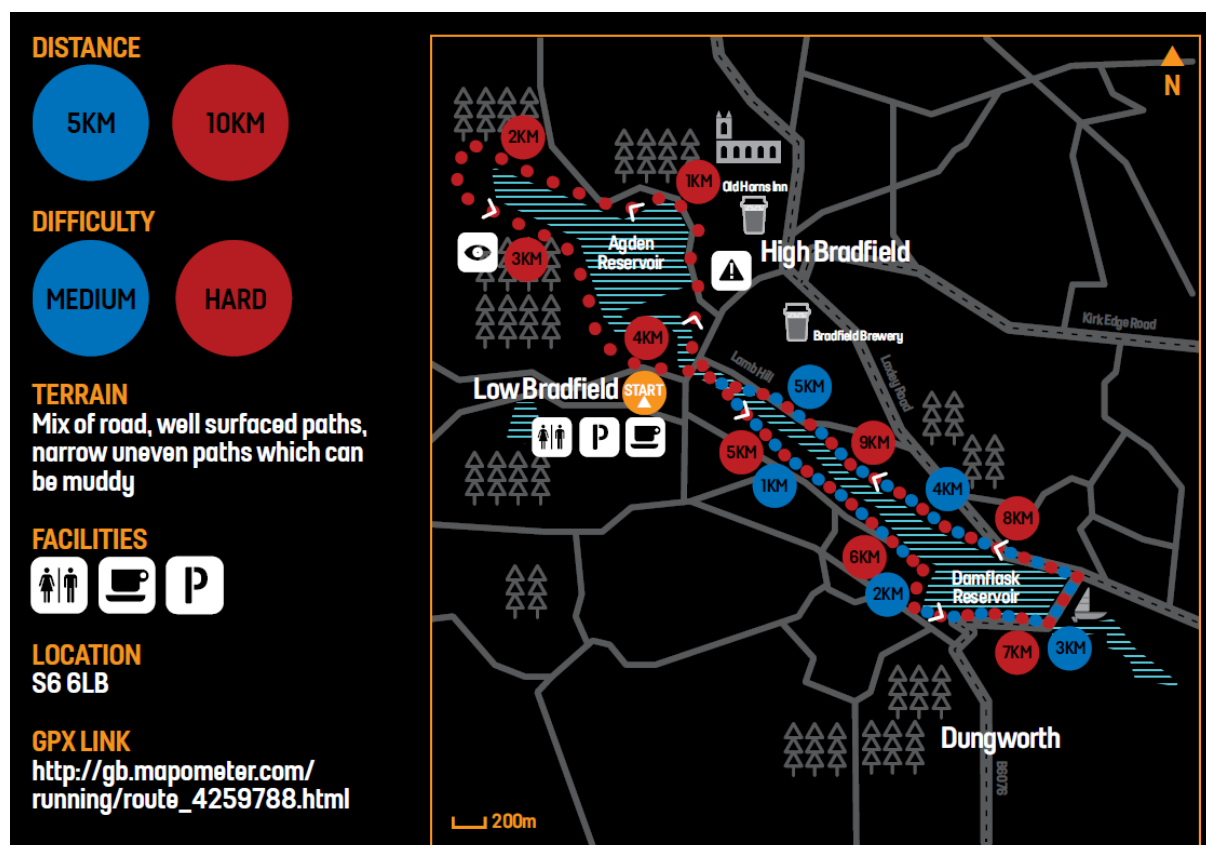
7.3 Bradfield

The survey and consultation data clearly identified Bradfield as one of the most well-loved places within the Lakelands area. There is a wealth of associated heritage including the Mott and Bailey Castle at High Bradfield which dates from the 10th century and an existing wildlife reserve managed by Sheffield and Rotherham Wildlife Trust (Agden Bog). The area has two significant yet contrasting reservoirs; Damflask and Agden. Both reservoirs are part of Sheffield's 'Outdoor City Run Routes'.

Damflask is very well known and heavily used by walkers and runners (and a resident sailing club) and Agden is a wilder area, known better as a place for quiet enjoyment. One of Sheffield City Council's proposals was to upgrade to public footpath around the reservoir as a bridleway, however this proposal has met with opposition from other users and the landowner. The value for money generated by undertaking this work and the subsequent maintenance requirements also present a concern. There is some potential for the top of Agden to be promoted as an accessible route (but not 'Miles without Stiles') subject to improved car parking.

Local advocacy and support organisation Bradfield Walkers are Welcome are a fundamental part of the local community and should be central to any decisions about improvements or changes within the Bradfield area.

In 2015 Sheffield City Council were awarded funding from England Athletics to develop a series of run routes as part of Sheffield's 'Outdoor City' vision. Bradfield was selected as one of the places to install run route signage offering several route options with an easier blue 5km route around Damflask and a more challenging 10km loop which also incorporates Agden. The data collected through the run route monitoring found that the Bradfield route had the highest instance of travel by car. Runners expressed that they felt safe and welcome using the route. Overall 55% of runners and 17% of non-runners cited that the introduction of the route might encourage them to start using it / use it more for running.



The area has an existing tradition of being used for local events including the Percy Pud 10km run, the Bradfield relays and road cycling races - along with other art, cultural and heritage events. There

is a demand for more closed road events and to enhance the offer in the area, although the capacity for car parking and relatively limited public transport serving the key villages is a barrier to capacity.

7.4 Loxley Valley

Malin Bridge is a significant gateway / major access point within the SLLP area as it links the 'city' with the reservoirs and moorlands. It has supertram stop and an adjacent park and ride and provides access to both the Rivelin and Loxley areas. There is a total absence of orientation or interpretation within Malin Bridge. However there are significant industrial heritage features in the area as it links into the Loxley and Rivelin Valleys.

The footpath that heads up the Loxley Valley (from Malin Bridge) is very uninviting. The area itself provides access to a series of industrial heritage features including including weirs, mill ponds/dams, and goyts. Alongside the path are numerous features of interest including Little Matlock (a small-scale steel-rolling mill) however these assets are not promoted or well signed. Furthermore, there are a series of H section RSJs used to keep motorbikes out which are unwelcoming and off-putting to visitors. These could be replaced by something more appropriate which reflects the significance of the route as a gateway to the wider natural landscape. There are a number of local groups or schools that could potentially be engaged and inspired to provide art or cultural assets. The path alongside the River Loxley has seen some recent improvements undertaken by Sheffield City Council over the past couple of years, however there are additional sections that would benefit from physical improvements.

A key principle of the SLLP project is to work in partnership with local groups and individuals and to undertake projects collaboratively, to eliminate any duplication and add value by connecting up projects. It is therefore important to note that there are a number of significant local groups in the Loxley area that have been involved in producing plans for the area and are actively involved in its maintenance and development. One such example is the Loxley Valley Design Statement produced in 2003 <http://resources.peakdistrict.gov.uk/ctte/policy/reports/2004/040206item6-5App1.pdf> by the Loxley Protection Society which provides an outline of the key priorities for the area and offers planning guidance regarding how the community wanted to see the area to evolve. Much of the content remains extremely relevant to the present day. David Holmes is a key local advocate who was involved in the production of the statement and he has now been invited along to SLLP events to strengthen this connection. The Upper Don Tributaries Joint Study from 1988 also highlights many aspirations and proposals that are still relevant for enhancing and protecting the SLLP area.

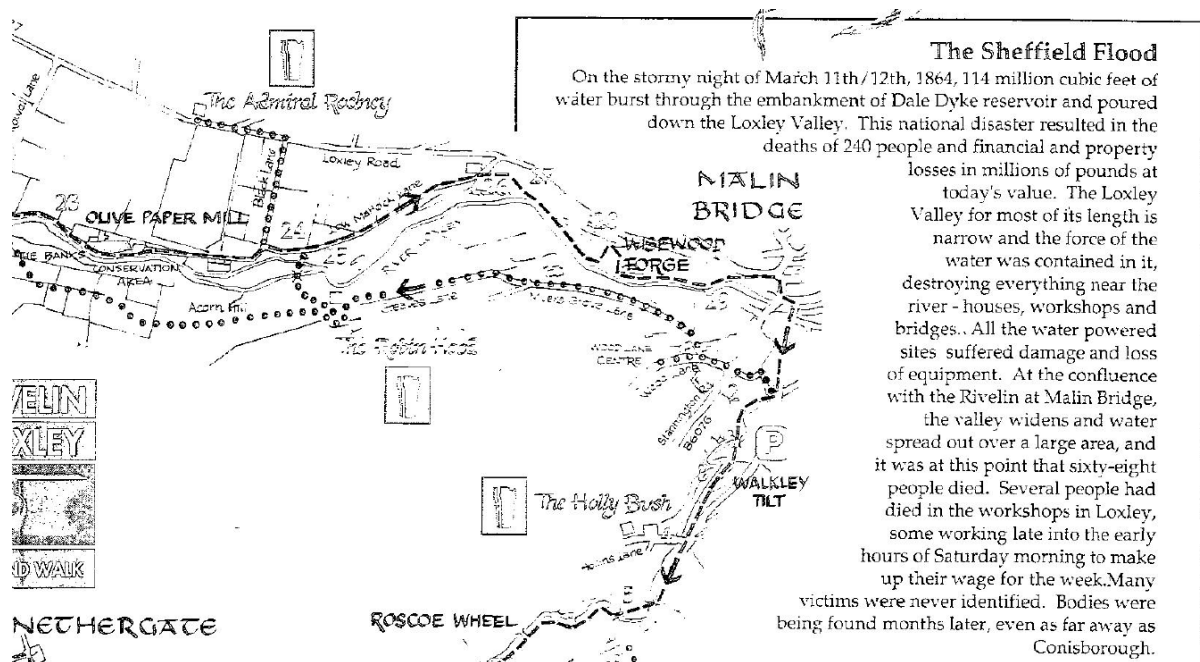
Wadsley and Loxley Common is a 100 acre 'Local Nature Reserve' within the area. It is a mix of heathland and birch woodland, with sandy gritstone outcrops, and signs of earlier quarrying. There is a network of footpaths with some bridleways and the common is well used for recreation with a good mix of easily accessible and surfaced paths and quiet unspoilt paths. The Wadsley and Loxley Commoners is an organisation formed to protect and enhance the area known as Loxley and Wadsley Commons. It is vital to involve this voluntary organisation with any plans in the area. There is a suggestion that improving connections between the Common and Our Cow Molly (a local dairy enterprise) would be desirable.

The survey data expressed a desire for increased public transport and improved accessibility to sustainable transport to reduce car usage in the Loxley Valley and up into Bradfield. There have been suggestions of closed road cycling events which could include participatory events such as the HSBC 'go ride' scheme in the city centre, in addition to performance-related events which showcase the fact that the area offers exceptional opportunities for road cycling. Improvements to the bus service up into the Loxley Valley were also highlighted as desirable - both for linking residential areas in the valley with the super tram service and for transporting visitors into Loxley, Bradfield and surrounding areas. A significant untapped resource is the 'Hepworth' (formerly Boris, Dyson) site which is a derelict factory which offers huge potential to develop a resource centre or environmental or heritage hub. There is a strong desire to support such a resource in this area.

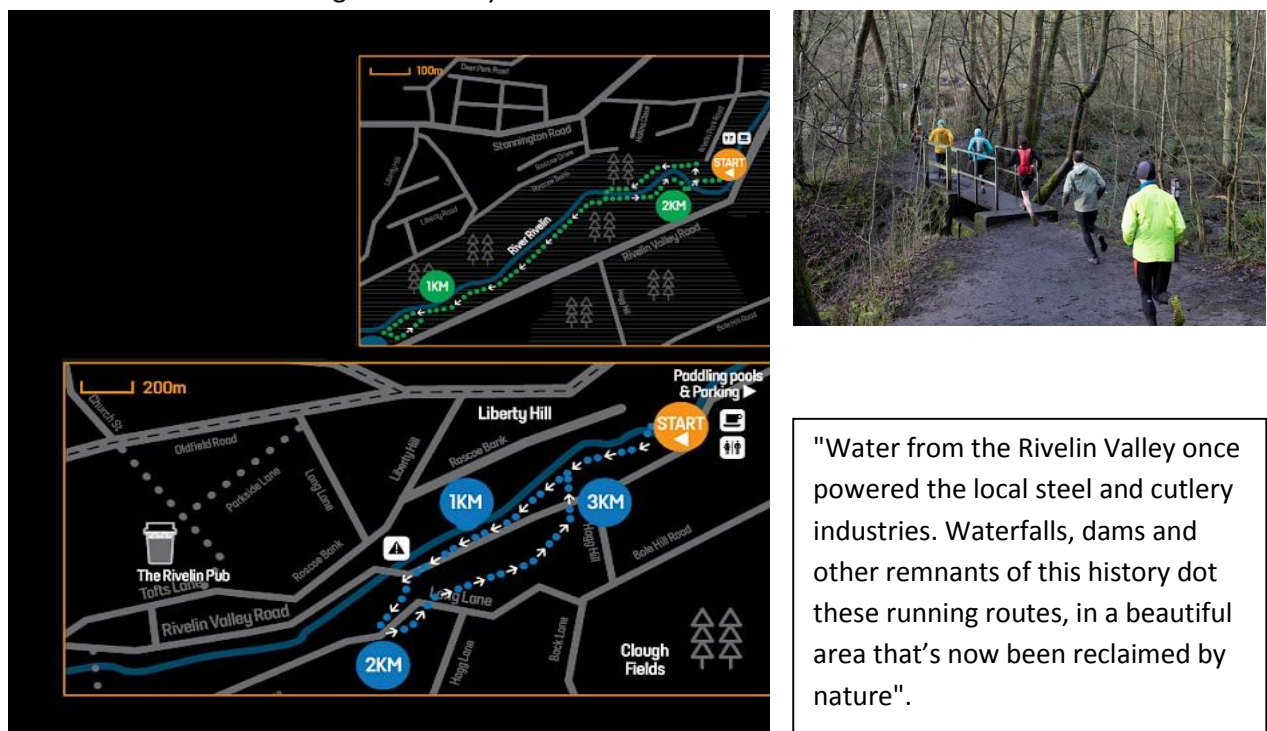
7.5 Rivelin Valley

Rivelin Valley is an important access and heritage route in the SLLP area. Like the Loxley Valley, it can also be easily accessed from the Malin Bridge gateway and transport network. As noted above, there is a total absence of orientation or interpretation within the Malin Bridge area, despite its heritage features. The consultation undertaken highlighted this area as a priority in terms of gateway enhancements and potential route improvements, however it is recognised that the Rivelin Conservation Group are already in consultation with the city council and are preparing a separate project for the LCAP under the 'supporting local groups' programme. The group are already active in carrying out repairs to footpaths, installing benches, clearing the waterways and cutting small trees back. The group see potential for the SLLP to *"allow us to make a much more significant improvement to the Rivelin Valley public access and maintenance and protection of the remaining heritage and waterways"*. As a result any proposed route developments or improvements in the area need to be done in partnership with this pivotal voluntary group.

Existing resources to support any proposed development work in this area includes the Loxley/Rivelin Country Walk (circa 1985) which contains excellent 'heritage' content which could be replicated and a route which could be extended or shortened with access to public transport.



One of the Outdoor City run routes was also installed at Rivelin in 2016. Run shop 'Accelerate' also established a run club to organise weekly runs from the Rivelin café.



7.6 Stocksbridge

Stocksbridge has the largest residential population of any part of the Sheffield Lakeland area (c. 16,000 people), and therefore is a significant gateway site to enable local people to access the surrounding landscape. Stocksbridge Community Leisure Centre, managed by a community trust (4SLC), was built on land donated to the local community by Thomas Oxley and is a treasured community asset. The leisure centre is a hub for physical activity and sport in the area and offers a

wide range of opportunities, however the adjacent parkland (Oxley Park) is not managed or maintained and as such is underused. In 2017 University of Sheffield students did a 'live project' <http://www.liveprojects.org/2017/stocksbridge-live-project/> focused on assessing the potential of Oxley Park and developing a vision for its future. A partnership approach between 4SLC, Dransfield Properties (owners of the Fox Valley), Well North, the Steel Valley Project, Sheffield City Council is underway to capitalise on opportunities, such as the installation of a 'run route', wildlife projects and other links to local SLLP projects.

'Fox Valley' is a master planned redevelopment of a 28 acre former steelworks site, bringing a new town centre to North Sheffield. The £50million development, delivered by South Yorkshire based Dransfield Properties Ltd, has been designed to reflect the area's rich industrial heritage as well as providing a new retail and commercial heart in this growing catchment. In addition to a range of shops and services, Fox Valley also includes new office space and a new housing development with 118 riverside homes. Due to the catchment area of users and the prominence of the site within the Sheffield Lakeland area, along with the strong heritage connections, numerous stakeholders have suggested that Fox Valley should be promoted as a major gateway site, accompanied by information, signage and interpretation. The site is also adjacent to the Little Don Trail that has been developed to provide a safe, off-road walking and cycling route. Phase two of this project is currently underway

Local voluntary organisation 'Stocksbridge Walkers are Welcome' are a key group to promote local routes and to involve in any further consultation. The group (www.stocksbridge-walkers.org.uk) provides a valuable community resource in providing detailed, step by step instructions which are printer friendly or can be downloaded onto GPX systems. There are currently more than 30-40 walks on their website, with more to be added soon. There have been suggestions to create a walking forum (and / or an `app`) within the Lakelands area to provide a joined-up approach, the group has offered support with this process. The group also expressed a need for a 'lovely park' - with its own characteristics and assets.

A key asset which is highly valued within the Stocksbridge area is Underbank reservoir. In recent years, Yorkshire Water have made significant improvements to the path around part of this reservoir, however this does not go all the way around (despite demand for this). As part of Yorkshire Water's zoned approach, this reservoir is designated for sport and is well used by the Peak Pursuits Outdoor Activity Centre and other water sports clubs. However there is no open water swimming (something which there is high demand for) and there is limited individual / non-club usage of the water for activities. Suggestions for route improvements in this area were dominated by the desire for a walkable loop and also an improved link from Underbank to Langsett.

7.7 Broomhead, More Hall and Ewden Valley

Broomhead and More Hall are also prominent reservoirs in the area. Sheffield City Council put forward a proposal on behalf of the equine community to change the status of the route from Dwarriden Lane to New Road in line with their policy to upgrade the status of footpaths to bridleways when appropriate to do so. Yorkshire Water has recently re-surfaced 1.5km of track at More Hall which is now wheelchair and pushchair friendly and has opened up access to the wider population <https://www.yorkshirewater.com/about-us/newsroom-media/more-hall-reservoir-improvements>. In contrast to More Hall's policy of promoting access, Broomhead is more 'rugged'

with no further development work planned. The area also offers routes into the surrounding Moorland. The question of designating the adjacent road as a 'quiet road' was asked, however....

Ewden was also highlighted as a special site within the area and something of an "unknown gem". It has a well-researched history and there is much to be learned about how the building of the reservoirs (Broomhead and More Hall) influenced the area (e.g. Chris Prescott, 2013, "Lost Farms of Ewden"). There may be the potential for enhancements although infrastructural and capacity considerations would need to be reviewed in consultation with key local people. In particular access from Ewden Valley up to the watershed was expressed as desirable as are the routes up onto Whitwell Moor.

7.8 Strines

Various suggested improvements were made for the Strines reservoir area, which is noted to have great heritage assets. Enhancement of the Boots Folly Footpath (linking to the Sheffield Country Walk) and improved links across the reservoir were requested, along with links from Holdworth to Bradfield, the Old Keepers' track, Mortimer Road (including improvements to the designated parking bay and the desire for previous parking to be reinstated) and the track from Sugworth Hall down to Bent's Farm. The Peak District National Park Authority was also keen to see improved links and interpretation to the Strines Tower. It was felt that this could be a key area for family discovery but that many people would be put off from exploring due to a lack of confidence and information on where to go and what to do. However Yorkshire Water are not keen on encouraging increased usage of the area due to their desire for it to be an area for quiet enjoyment and also access issues / a shortfall in parking in the area. There could be an opportunity to undertake led walks in the area from the Strines pub but this also has limited car parking so questions regarding the capacity of the area were raised. For these reasons it was decided not to prioritise this as an area for improvement.

7.9 Specific user requirements (horse riders, cyclists and improving accessibility)

In addition to the area-specific considerations above, it is important to note that several key user groups although have expressed aspirations for enhancements within the SLLP area.

The **British Horse Society** (BHS) would like to see multi-use routes prioritised and the creation of/upgrade to bridleways where possible. This would help to make the area more inclusive (allowing more categories of user – horse riders, cyclists, walkers and disabled users and those with access needs) and could create better connected network of paths within the SLLP area. There is a separate project that will contribute to this vision by identifying routes that, historically, carried a higher status. To achieve a better connected network for as many categories of user as possible, it will be necessary to consult with landowners and users (both through recognised user groups and independent users, and the Local Access Forums in Sheffield and the Peak District).

Other aspects to investigate include parking facilities, not just for cars, but also for horse transport. *"It's not much use having a good network of circular rides, as at Langsett, if there's nowhere to park a horse box or if the surrounding road network is such that it's not safe to ride or cycle to it, again, as at Langsett"*. It would also be useful to identify where the higher category routes are and look at how to link them up to create circular routes of varying distances inclusive of parking provision and other 'desirable' facilities. There is an aspiration from the equine community

to create a Sheffield Lakelands Landscape circular ride that takes in most of the SLLP area, with shorter distance circular or loop rides branching from it, as a 'legacy' for the SLLP project.

It should also be noted that the advocacy group **Ride Sheffield** are an important local stakeholder and represent a large community of cyclists (predominantly mountain bikers). There was also demand from the mountain biking community for better connections between areas to ride and for more defined loops around the SLLP. In addition to this, British Cycling also highlighted the need for flat, easy and accessible local rides that will help beginners to learn to cycle, or will help with developing the confidence of existing cyclists. Sheffield has two designated coaches to help to develop cycling proficiency within the city and the new opportunities created by Sheffield's bike hire scheme 'ofo' may also increase the demand for safe and traffic free cycling opportunities.

CPRE South Yorkshire is a campaigning group that also has aspirations for improvements to routes in the SLLP area to make them more accessible. In 2017, a new Peak District Boundary Walk was introduced which is a 190 mile circular walk covering 192 miles mainly using existing paths, tracks and quiet lanes. CPRE has aspirations to make sections of this route more accessible and stages 8 and 9 of the walk pass through much of the SLLP area. In February 2018, training via Accessible Derbyshire will commence to support up to twenty people to undertake access audits along the route. Surveying will begin after Easter and there will be specific route recommendations made by October 2018 regarding improving and promoting accessible areas of the route.

There are existing resources e.g. the mapping of routes in the SLLP area that are wheelchair friendly by Bradfield Walkers are Welcome (2011) that can be built upon (<http://www.bradfield-walkers.org.uk/PDF/Wheely%20easy%20walks%20leaflet.pdf>). The National Park Authority's branding of '**Miles without Stiles**' also provides consistency in terms of how local routes can be developed and promoted. Sue Smith from the Peak District National Park Authority has aspirations to further develop routes within the SLLP to improve accessibility and the first batch of 'Miles without Stiles' routes will be launched in April 2018. These are accessible routes for all to enjoy which showcase the special qualities of the National Park. In the SLLP this covers routes which connect with communities and gateways to the National Park. These are predominantly at: Langsett, Damflask, the Redmires Conduit, and Morehall and Broomhead. These routes are already in place and in some cases are highlighted as easy going trails. There are further possible routes and extensions in the area subject to the agreement of landowners, consents and funding.

8. Our recommendations to enhance enjoyment of the area's heritage and reconnect local people and visitors to the landscape

Our discussions with stakeholders (a full list is provided in Appendix 5) and information from the survey have confirmed that the main way of improving access to the area's landscape, cultural and natural heritage, would be through a range of actions. Our proposals include a community based project to capture and utilise existing knowledge about local heritage; increased information and interpretation provision; and some limited access improvements.

8.1 Visibility

There is a need for a common vision for how we do things across the SLLP area - including an agreed code of conduct and shared standards. There is also a strong need for greater visibility. This would help to improve awareness - and create an overall 'presence' for the Sheffield Lakeland area.

Improvements to sustainable transport options are also needed. There is a strong demand for improvements to public transport but also for a better cycling infrastructure. It is interesting to note that the recently introduced ofo bikes in Sheffield <https://www.ofo.com/uk/en> (1,000 dockless bikes available for public use) can be ridden within the SLLP area but must be brought back and left within a designated 'geo-fenced' area, which all of the Sheffield Lakeland area sits outside. A later phase of the project hopes to increase this range which might enable to some or all of SLLP area to be included.

Another way to create a presence would be for the SLLP to create an event legacy. There are several suggestions that were made during our consultation process including a 'soap box race' from Our Cow Molly (suggested by the owner of this business) and Crossfit Sheffield are looking into venues capable of hosting a large scale obstacle course race or Crossfit style competition. Yorkshire Water is also keen to promote events in the area and to build capacity and broaden the existing offer. There is a current portfolio of local annual events such as the popular Percy Pud 10k, the Bradfield Relays around Damflask, runs at Broomhead, Langsett and Hunshelf and local cycle races (in Bradfield and Stocksbridge). There is an existing infrastructure for managing these events and keen clubs, organisations and individuals that may provide support.

A strong recommendation would be to create a walks / activities portal or app. Stocksbridge Walkers are Welcome www.stocksbridge-walkers.org.uk) has offered to support this development and there are existing examples of good practice e.g. <https://www.walkderbyshire.co.uk/> [DerbyshireWalking: About](#).

8.2 A Community based 'Hidden Histories' project

The aim of this project is to capture and unlock the knowledge already available through many local community groups and specific individuals, to enhance our understanding of the local area and contribute to better information and interpretation provision throughout the area. The project would work with existing local groups and experts, and encourage the involvement of other community groups (including schools and youth groups) to provide a basis for increased

interpretation and enjoyment of the local landscape. Several heritage themes have already arisen from our research:

- A. **EARLY MAN'S IMPRINTS ON THE LANDSCAPE** - There is considerable evidence (in local records, local archaeological collections, and still held in local history societies) of the use of the area from the Mesolithic age, onwards through the Bronze Age, and both pre and post Roman settlement. There also exist some interesting links to early stories and myths in the area as well.



Bar Dike earth work, Low Bradfield - possibly a tribal boundary from the so-called 'Dark Ages' (photo - https://en.wikipedia.org/wiki/Low_Bradfield).

Reginald Gatty, Reverend at Bradfield in the 1880s, developed an extensive collection of Mesolithic 'Stone Age' flint tools from c. 10,000 B.C., as the ice ages left and the environment turned from tundra to forest (Melvyn Jones, 2013, "The Making of Sheffield"). The earliest historical sign of settlement in the Bradfield area is an early to mid-Bronze Age ring cairn on Broomhead Moors, three miles to the northwest of Low Bradfield. This is believed to be a ritual or burial site from over 4,000 years ago. On the ridge between Bradfield Dale and the Ewden Valley is the Bar Dike, a 492 yards long trench with a rampart on its southern side which is 10 feet high in places. The dike is believed to have marked the boundary between different Dark Ages tribes in the period following the withdrawal of The Romans from Britain.

- B. **HERITAGE HIGHWAYS** - The SLLP area is criss-crossed with old routes once used by many different communities and once vital to the local economy. There is good evidence of the development of tracks across the area by monks (for example at Beauchief Abbey in the 12th century). Ancient bridleways, and subsequently tracks developed as packhorse trails for trade and industry, followed. The development of turnpike routes in the 18th century and the impact of the Enclosure Awards continues the story, through to the campaigns for public access for recreation - both for public rights of way (achieved in 1949) and for the 'right to roam' across uncultivated land (achieved much later in 2002). This takes the story right through to the 21st century, linking with new leisure routes such as the 2014 Tour de France cycling routes, and other long distance trails.



The Long Causeway, an old medieval packhorse track extending from Sheffield, via Redmires, to Stanage Edge (photo - <http://www.peakdistrict.gov.uk/learning-about/news/archive/2016-press-releases/news/5k-boost-to-miles-without-stiles>)



*Tour de France signpost, with the `traditional` yellow bicycle, Low Bradfield
([https://commons.wikimedia.org/wiki/File:Tour de France signpost in Low Bradfield -
_geograph.org.uk - 4059206.jpg](https://commons.wikimedia.org/wiki/File:Tour_de_France_signpost_in_Low_Bradfield_-_geograph.org.uk_-_4059206.jpg)).*

- C. HARNESSING THE POWER OF WATER - The fast flowing rivers rising off the moors and tumbling down the steep sided valleys in to the city of Sheffield powered the early years of the industrial revolution (along with the use of local woodlands for timber and charcoal) in Sheffield. The

reservoirs developed in the 19th century are tremendous feats of Victorian engineering, with their own stories of triumph and disaster (e.g. the Great Sheffield Flood), as well making their own major contribution to the landscape. The area remains a mix of moorland and farmland, with heavy industry and extractive industries still evident in the valleys - so the links from pre-industrial revolution to our modern age are significant.



Devastation caused by the Great Sheffield Flood, 1864 (photo - <https://www.welovesheffield.uk/magazine/history-nostalgia/37-remembering-the-great-sheffield-flood.html>)



Damflask Reservoir (photo - by Woodytyke on Flickr - <https://www.flickr.com/photos/45777493@N06/8063774223/>)

Connections could also be made under this theme with current concerns over water catchment management, particularly some of the natural flood management interventions being explored by the SLLP project. As well as the technical research necessary to undertake and monitor these interventions, the local expertise and knowledge of farmers, land managers and local residents will be a crucial part of this story.

HISTORICAL PHOTOGRAPHS OF LANGSETT RESERVOIR



Langsett Reservoir Pre Construction



Langsett Reservoir During Construction



Langsett Reservoir Post Construction



- D. **MILITARY HERITAGE** - The story of the Sheffield City 'Pals' Battalion, based at the Redmires Camp at Lodge Moor, and the terrible losses they suffered during the Somme offensive in the First World War, is well known. The Battalion used land at Brown Edge, above Redmires Reservoir, for trench warfare training exercises and the remains of those excavations can still be seen (Helen Ullathorne, 2006 <http://www.pals.org.uk/sheffield/redmires.pdf>) . There was also a prisoner of war camp next to the training camp, and this was extended still further in the Second World War. Many prisoners (particularly Italian prisoners) stayed in Sheffield after the WWII, marrying into the local community.



Aerial photo of Quarry Hill showing excavations (source - Helen Ullathorne, 2006 - <http://www.pals.org.uk/sheffield/redmires.pdf>)

In addition to these themes, identified by several different groups and individuals, we have also had mentioned to us the possibility of focusing on themes around the 'lost farms' of the area; forestry and woodland management; music and art in the area; and local myths and stories. All of which might bear further research.

8.3 An Information and Interpretation Project

Our analysis of existing promoted recreational routes in the SLLP area (provided in Appendix 1) demonstrates that the area is not without a range of suggested trails for walkers, runners, horse riders and cyclists, promoted by both local groups and national organisations. However, a recurring comment in our primary data collection was that people still don't know where to go or what they are allowed to do in the area. In view of this, we recommend a specific project to provide additional information and interpretation about the cultural and natural heritage of the area. This project should build on the Hidden Histories project described above and biodiversity assessments. Importantly, this project should reinforce the sense of place and local distinctiveness of the SLLP area for local residents and visitors alike.

Information and interpretation provision does not necessarily mean additional signs and infrastructure in the landscape (although some sensitive signage at the main hubs, gateways and on some trails would be appropriate). We recommend that interpretive material is also provided in both paper copy and online, or through the use of digital technologies. Specific costed options are required to support this.

We would recommend such provision is focused in the following areas:

A. VISITOR HUBS - these sites already possess reasonable car-parking infrastructure and access to other facilities such as toilets and refreshment facilities. Further signage and information provision

for visitors, and promotional activities (potentially online) should use these sites as a basis for enhancement

- Langsett reservoir
- Bradfield - the village - associated with Damflask and Agden reservoirs
- Redmires reservoir

B. COMMUNITY GATEWAYS - In order to maximise sustainable and `every day` use by local people, access points leading straight from people live, should be promoted and enhanced. We recommend improved `welcome` signs, better information about public transport, and more information about exploring further along the valleys and beyond. The key strategic sites should include:

- Stocksbridge - access points to the south west of the town, linking in with longer routes along the Little Don Valley, and enhancing links to the Fox Glen Wood project, would enhance this community gateway. Fox Valley should be considered as one of two branded and promoted "Welcome to Sheffield Lakeland" sites with the appropriate support infrastructure / information to enable people to quickly and easily access the local landscape. Collaborative working with local organisations including the Steel Valley Project and Stocksbridge Leisure Centre would be advantageous.
- Loxley and Wadsley Common - a well-used site, but requiring some updating and new management to link more firmly to the SLLP project.
- Malin Bridge - accessing both the Rivelin and the Loxley Valleys from the inner city communities of Hillsborough and adjoining neighbourhoods.

8.4 Enhancing access for a wider range of people (a full map is available in Appendix 2)

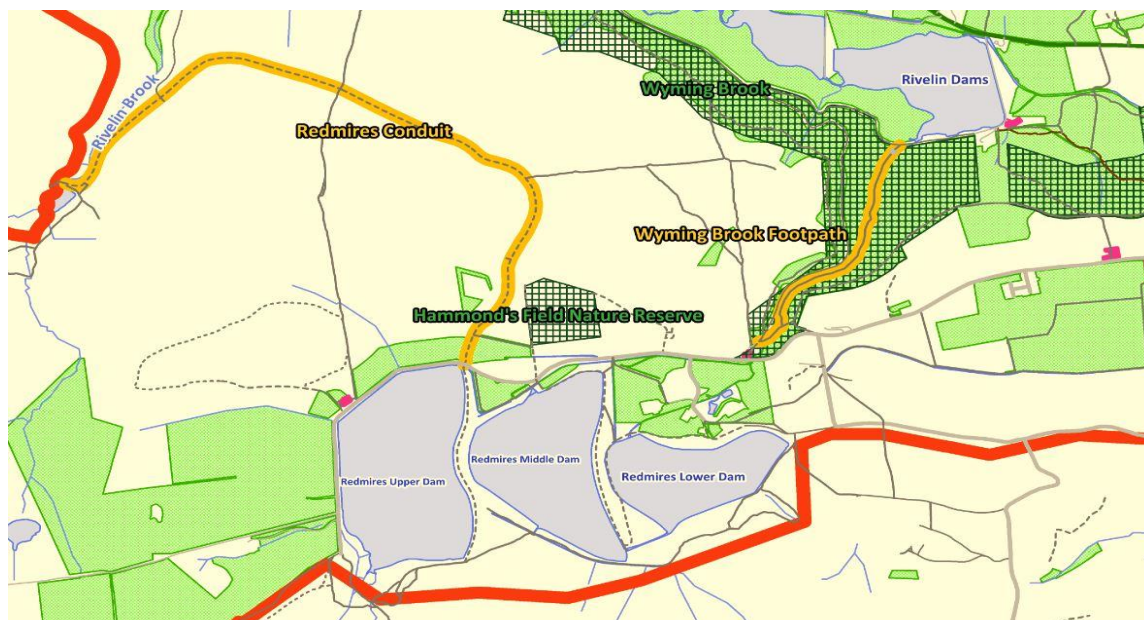
These specific proposals follow consultation with the highways authority, Sheffield City Council, and the Peak District National Park Authority, as well as taking into account proposals from local stakeholders and suggestions from the user survey. A very wide range of recreational improvements were suggested - far too many to be incorporated into the current project. So a prioritisation exercise was undertaken (provided in Appendix 6) in order to focus on those routes of particular significance to the overall project's aims of enhancing access to local and natural heritage for a wider range of people. These are all relatively short routes, but form important strategic links which contribute to: joining gaps in the network, allowing use by new user groups, or are new developments to existing sites of cultural and natural heritage interest. The recommendations combine heritage routes which show the development of access and set out the history of the area, with access improvements. These proposals have been categorised into three groups: supported and recommended improvements, potential improvements for further consideration and requested routes without support.

A. Supported and recommended improvements

Redmires Conduit extension - Redmires is a remarkable area for local heritage, which offers unique insight into local military history. The Conduit is in Yorkshire Water's ownership and support of the adjacent landowner would be sought. Specifications are required for surfacing, gates and a bench at the reservoir and fencing as necessary for the dam wall. Promotion of this

route as an 'easy going trail' would increase accessibility for all users (including people with disabilities) from Redmires reservoir along the old Conduit to the small dam in Oakling Clough. There is also scope for improvements from the reservoir on to Brown Edge, to allow people to explore the former trench warfare training area, and within the woodland further down Redmires Road on the former POW site.

Map 11: Proposed routes at Redmires Conduit and Wyming Brook Footpath

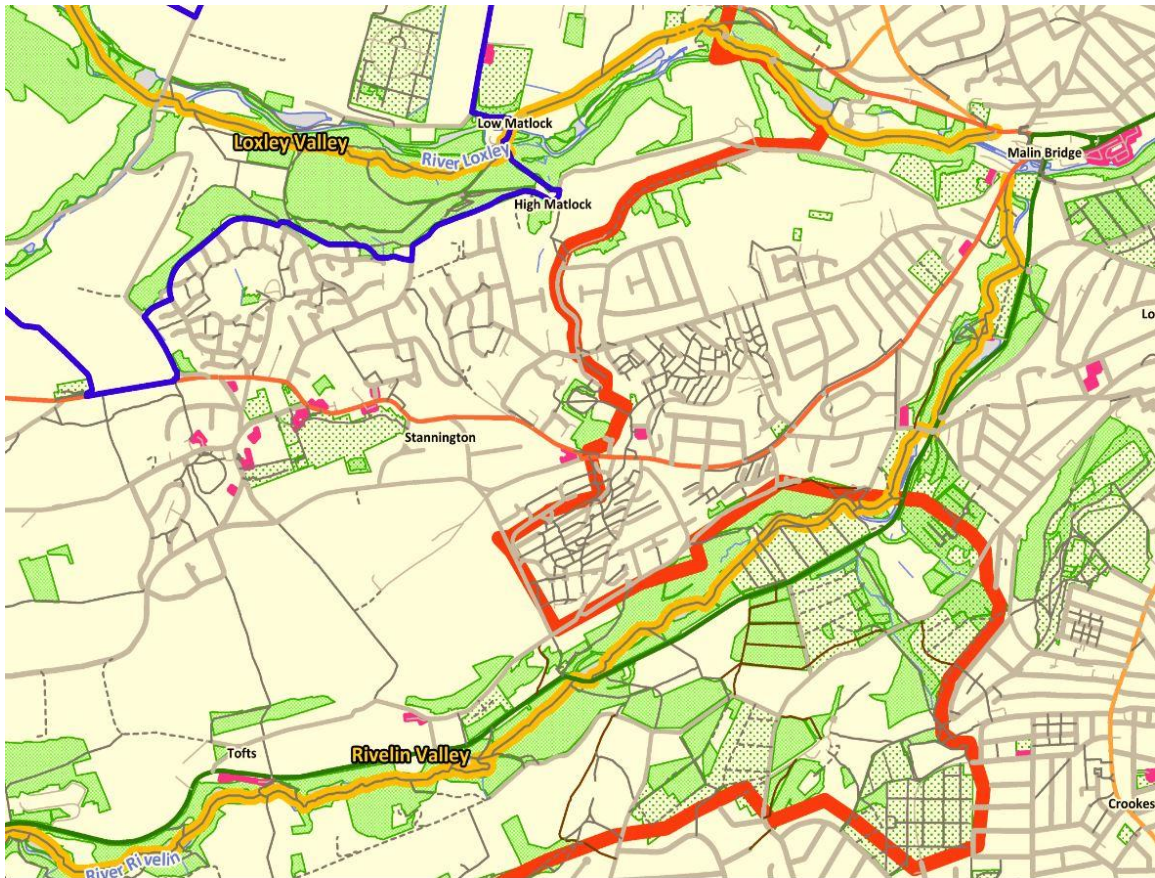


Wyming Brook footpath - Wyming Brook Nature Reserve lies close to Redmires Reservoir and is owned by Sheffield City Council, but managed under lease by Sheffield Wildlife Trust. The route along the beck is a public footpath, but needs improvement in order to sustain enhanced access to this important site.

Loxley Valley - The gateway from Malin Bridge to the Loxley Valley is of huge significance. The Steel Valley Project is currently undertaking condition surveying on this route and specific recommendations are forthcoming.

Rivelin Valley - Working in partnership with the Rivelin Valley Conservation Group it is suggested that minor route upgrades are undertaken to enhance access around the area and, in particular, to improve information, awareness and interpretation.

Map 12: Proposed route improvements Rivelin and Loxley Valley (Keith we need the latest SLLP map layer!)



B. Potential improvements for further consideration

Cut Gate ancient bridleway - The area known as 'North America', near Langsett, requires essential improvement work to ensure sustainable use of the important route by mountain bikers and horse riders. The route was used and repaired for Derwent woodland farmers to ride to Penistone market. It has been promoted by horse riders as part of the Kinder Loop. Effective use of funds could be maximised by combining with other funding raising activities in partnership with the Moors for the Future partnership. The route was also identified as part of the Mend our Mountains fundraising campaign commencing in spring 2018.

C. Requested routes without support

Agden Reservoir Circular Bridleway - Sheffield City Council and the British Horse Society both support an upgrade of status in the path around Agden reservoir to a bridleway. The creation of a new route would enable horse riders to complete a loop around this popular reservoir. This route could be combined with other work associated with more effective catchment management in the area. However the proposal is not universally supported and faces opposition both from the Peak District National Park Authority (due to the impacts on disabled users) and the general public (due to the designation of Agden as a place for quiet enjoyment. Upgrading the status to a

bridleway would improve the access for specific user groups but would not widen access to heritage for the wider public.

Boot's Folly link, Strines - An important view point on the Sheffield Country Walk, but requiring significant improvement work to sustain access to this cultural landmark. Boot's Folly stands high on the south flanks of the Strines reservoir. Constructed in 1927 by Charles Boot who resided at nearby Sugworth Hall, possibly to provide work for Sugworth Hall's workmen during The Depression. There is also a theory, however, that Boot built the tower (a major landmark in this area) so he could see High Bradfield churchyard where his wife, who had died in 1926, aged 56, was buried. The Folly gives fine views of the reservoir and Bradfield Dale ("Around Bradfield, Loxley and Hillsborough - The Second Selection", by Malcolm Nunn, 1997). The Strines Inn was built to cater for the new wheeled traffic as a result of the bridleway becoming a turnpike in 1771. Demand has been expressed for the following: improved access in the area and links to the tower – new public rights of way to link in with access land, new access points on access land, new access land dedications, concession path across the dam wall, upgrading and extension of concession path through Bole Edge Plantation and the reinstatement of car parking at Foulstone Road. Work on this route could also be combined with catchment management work on this moor. Support for these proposals from the landowner, Yorkshire Water, however are not forthcoming as they do not wish to open up more access to Strines and feel that sufficient access is already in place via the PRow linking Brogging to the Sheffield Country Walk.

8.5 Supporting emerging developments

In light of the aspirations of the Rivelin Valley Conservation Group, Loxley Protection Society and the current CPRE route assessments, it is recommended that a pot of around £15,000 is ring fenced to enable to project to be responsive to opportunities that emerge within the next six months.

8.6 Concluding comments

The usage data analysed for this report shows that the SLLP area has traditionally been less visited than the western and southern parts of Sheffield. However with open access, proactive local organisations and supportive landowners this is starting to change. A key feature of the survey data was the lack of awareness of what to do and where to go in the SLLP area. Despite some excellent information being produced by local advocacy groups, awareness of opportunities and understanding of the local heritage features seems surprisingly low. The survey data also confirmed that people still want a combination of paper and online information and resources.

The SLLP project presents a great opportunity to grow awareness and appreciation of the uniqueness of this area. It is extremely well-loved by some but under-utilised by others. Increasing information and understanding also provides the opportunity for education on the need for the protection (and celebration) of the local landscape, it's wildlife and heritage assets.

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Access and Gateways to the Landscape Appraisal : consultancy report produced for the Sheffield Lakelands Landscape Project.

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